

THE **T** INTERNATIONAL
eamster
DEDICATED TO SERVICE

FEBRUARY 1956

TEAMSTERS
AID IN
WESTERN FLOOD
EMERGENCY



TEAMSTERS SALUTE FLORIDA

FLORIDA is the most southerly of all the 48 states; a tropical paradise of balmy climate. This month, amidst the ice and snow, we warmly salute "The Sunshine State."

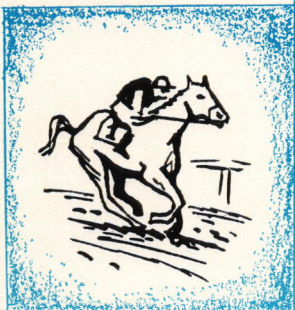
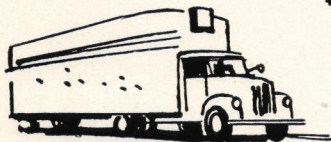
Florida's destiny seems to be tied to the play, rather than the work, of our people. It has the longest coastline of any state and the waters are filled with pan fish, game fish and vacationers frolicking in the Gulf Stream.

Industry does play a considerable part in Florida's economic life and trucking is a primary one. The lush rolling orange and grapefruit groves have most of their output moved by truck to processing plants and the thirsty northern markets. Vegetables and dairy products are important to Florida's economy and here, too, Teamsters play vital roles. Other products much of them moving by rapid truck transport, are phosphate fertilizers, commercial fisheries, beef cattle, turpentine, pine oil, resin and lumber.

This 27th state to enter the union was discovered by Spanish Ponce de Leon in 1513. He sought a legendary "Fountain of Youth" but, ironically, was killed by an Indian arrow for his efforts. Saint Augustine, founded in 1565, is the oldest city in the nation. The Spanish, French and English freely killed each other over a long period as they fought for this area. After a minor war, the U. S. formally took possession from Spain in 1819.

Floridians generally led an idyllic pastoral existence until high-powered hucksters inflated a real estate boom in the mid-twenties. Thousands lost fabulous amounts of money when the bubble burst. But, in the past 15 years, a real boom has come true for Florida. The population increased 46 per cent from 1940 to 1950 when the census pegged Florida's population at 2,771,305. This places Florida 20th in population and 21st in size.

As living standards hold up, many working people are "discovering" Florida vacations. Thus we pay homage to historical Florida, marvel at present Florida and look forward to the bright future of Florida's happy tomorrows.



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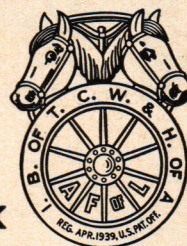
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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CONTENTS

The General President's Letter	2
Hardship and Heroism on West Coast	4
Lawmakers Keep One Eye on Ballot Box	9
Los Angeles Teamsters Break Ground	11
Editorials	14
One Taxi Driver's Success Story	16
Should Uncle Sam Be a Teamster?	18
Stewards Report to Local 20	20
Teamster Progress in the East	22
A Challenge to Statesmanship	25
Oscar Strobel, Artist with a Human Touch	27
Teamster Topics	30



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Letter from General President **DAVE BECK**

WE HAVE just come through a busy and an eventful year, busy for all of our local unions, joint councils and area conferences. With plans which have already been made, this year also promises to be a busy one. In the field of organization we expect to work energetically "across the board," making diligent efforts in each of our trade divisions.

Near the close of the year all Teamsters were saddened by the loss of General President Emeritus Daniel J. Tobin. He had been General President for 45 years and under his leadership the union grew from a small struggling organization to one of great influence and service. A suitable memorial to Dan Tobin will be developed and I expect to submit some proposals to our General Executive Board at an early date.

In December we dedicated our new Headquarters Building in a celebration which attracted nationwide attention. We had Teamsters present at the dedicatory program from all parts of the United States and from the Dominion of Canada. The keynote of the program is one which has been basic to our organization—a dedication to service.

Our building is proving to be an attraction in Washington to visitors and especially to laboring people from all parts of the country and overseas. Every week visiting groups are shown through the building, and take away an impression of service and achievement by the Teamsters Union.

But our Headquarters building is not the only one which is claiming the attention of our members. Hundreds of our local unions and joint councils either own their own buildings, or are planning to erect one. It is the policy of the International to aid joint councils and local unions in these projects whenever the plans are practicable. In this issue of **THE INTERNATIONAL TEAMSTER** is a story about Joint Council 42 and its new building. Recently completed are handsome new joint council buildings at Vancouver, B. C., and Denver, Colo. We hope to continue this assistance and hope to announce planning of new construction programs in other areas.

As I have reported to the members, we are building our staff of national trade divisions to serve the local unions and joint councils. Last year we established two new trade division offices in Washington. William Griffin was appointed director of the National Miscellaneous Division, and Thomas Owen was made director of the Produce Division. These two areas of organization are both important and we are hopeful that the establishment of these offices will prove useful to our entire membership. Other divisions have asked that trade division offices be established in Washington and we hope to carry out this long-range program as effectively as practicable.

One of the activities of headquarters last year was the convening of the

National Conference of Research Directors under the leadership of our economist, Al Weiss. The conference was well attended and we are certain that a greater measure of coordination in the fields of research and education will be forthcoming as the result of plans made at that meeting.

Our research department has been one of our busiest in the past year. Two important studies were completed under the direction of Mr. Weiss and both received a wide measure of attention. One study was on automation and the pamphlet incorporating the research information has been extensively circulated and highly praised. The other study, a statistical one, was on a wage survey made covering the last two and a half years of Teamster activity throughout the country. The response of our local unions was good and the resulting data as set forth in the pages of our magazine was read, quoted, and reprinted widely.

Last year at headquarters we also established an office with Gerard Trainor, an associate of J. Albert Woll, our general counsel, occupying it. Having a lawyer from our general counsel's office in the building has resulted in saving time and speeding our legal work.

We have found that mutual aid programs between Teamsters and other unions are highly useful. The Teamster-Butcher Workmen pact last year proved highly productive in terms of organization. Also, last year we amended our agreement with the International Association of Machinists. We feel that revising that agreement has strengthened the organization possibilities of both unions in their respective jurisdictions.

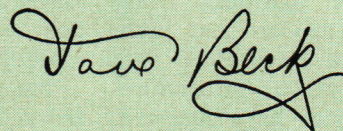
Another chapter was written in the long story of the "gypsy" driver. The Interstate Commerce Commission handed down a favorable decision in the famous MC-43 case. The regulations have not been promulgated formally, but we are hopeful of early relief.

Last year was a busy one for travel on union business for your General President and your area conference officers. In addition to traveling in all parts of the United States, I was delegate to the Fourth World Congress of the International Confederation of Free Trade Unions in Vienna, Austria. I also had an opportunity to consult with labor and transport leaders in Europe, and so reported in our magazine. Omer Becu, ICFTU President, honored the Teamsters last year with a visit to our headquarters.

Gains were made in contracts and agreements in all parts of the country. Among the most highly publicized was the Montgomery Ward agreement which represented a victory for cooperation on the part of joint councils and area conferences working as a great national team. It was necessary to exert economic action in several areas, particularly in New England and the West, on the part of freight and over-the-road drivers and in southern California in the sand, rock and gravel drivers.

Congress is back in session in Washington. A number of matters of concern to the Teamsters will be pending. We will be on the alert, watching legislation which affects our welfare and we will report to the membership promptly.

Fraternally yours,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is fluid and cursive, with a large, stylized "B" at the end.

General President.

ON THE WEST COAST

Floods Pound a Story of Horror, Hardship and Heroism

*Many Teamster Families Suffer;
Officials Laud Work of Teamsters
In Emergency and Rehabilitation*



Unloading relief truck from J. C. 7 for flood victims. Left to right—Roy Ross, L. U. 849 secretary; Gerald Shearin, L. U. 137 secretary; Herb Howell and L. U. 137 Organizer Tom O'Connor.



Cleanup began as soon as occupancy was allowed in Yuba City. More than 40 trucks with drivers and helpers worked in clearing streets, roads and yards. Unused Christmas trees were among the debris.

THE big job of rehabilitation is under way in the flood-stricken areas of Northern California and Southern Oregon, following the disastrous floods of late December. Teamsters are aiding in the rehabilitation and reconstruction just as they provided emergency help during the flood crisis of the holiday period.

Teamster local unions and joint councils have won high praise from local and state officials and both General President Dave Beck and Western Conference Chairman Frank W. Brewster have received strong letters of appreciation from California's Goodwin J. Knight praising Teamster cooperation and

assistance. Officials of the state legislature have likewise praised the Teamsters for assistance during the flood disaster emergency.

Californians living in the Central Valley areas and Oregonians in the southern part of the state had neither a merry Christmas, nor were they able to ring in the New Year with much joy because of the floods that wreaked more than \$100 million in property havoc and took more than 100 lives.

Included among the families affected by the December floods were families from Local 94, Tulare County, Locals 439 and 601 in the Stockton area at Marysville, Local

849, Oroville, and Local 684 at Eureka, on the North Coast of California.

Yuba City and Marysville, Calif., were the areas hardest hit as the result of floods caused by the unprecedented rainfall. In the 12-day period, December 15 to December 27, rainfall reached as much as 30 inches in some areas and in one spot a 10-inch rainfall was reported in one 24-hour period. The warm rain melted the snows of the Sierra Nevada Mountains which added to the heavy burden of water in the area. The rains and floods were general over a wide area, whereas previously any flood damage caused

Levee work had top priority as citizens were joined by the military in frantic efforts to protect California towns in the flood areas from inundation.

by overflowing rivers had been well localized.

Flood control projects prevented damage which might have made the losses, both in life and property, much greater. Such dams as Shasta, Folsom, Friant and Pine Flat all aided in prevention of more severe damage than was wrought by the reckless waters. Shasta and Folsom helped protect the City of Sacramento. The Shasta reservoir rose from 1,200,000 acre-feet to 3,600,000 acre-feet, just triple the volume. The capacity of this giant storage basin is 4,500,000 acre-feet. Folsom storage rose from 100,000 acre-feet to 900,000 acre-feet.

Some of the worst damage was done in the Yuba City area. This is a county seat of Sutter County, and center of a rich agricultural area with which California Teamsters, particularly cannery workers and produce haulers and production workers are especially familiar. On December 23 a levee let go near Yuba City, inundating the city of 15,000, and four days later the dikes were breached again. So great was the damage to the town and its public service, sewerage and



other facilities, that National Guard Troops were moved in to help maintain order and to prevent premature resettlement in the city when the waters declined. Army Engineers, Coast Guard, Air Force and Navy units all participated in emergency rescue work.

The Yuba City break is said to have saved Marysville. At Marysville a story of heroism of an Aviation Engineer Unit and a Teamster truck driver is told, a story of action that is said to have saved the town. Captain George Sperry, Commander of Company C, 857th Engineers Air Battalion, was leading the fight to save the rampaging Feather and Yuba Rivers from breaching the city's dikes. The water broke through near a bridge at Marysville, and those working on the dikes were ready to run for it to escape drowning. Sperry is said to have yelled for every one to stay in

place and "stop this thing." The water had shot through the dike, spurting out in a lower section 30 feet into the air. At this point a Teamster with a load of sandbags did the one thing that undoubtedly saved the situation and the town. Kenneth Holloman, of Marysville, a ten-year member of Local 137, saw the break and in a flash decided that the load of sandbags might stop it. He quickly dumped his entire load right into the dike break. After he had dumped his load, the engineers and other volunteers closed it off and within three hours the water had slowed to a trickle of seepage. Holloman works for Baldwin General Contractors. He said, after the incident, in discussing it with an *International Teamster* representative that he thought the only thing to do was to dump his load in the hole to plug it and then "get the Hell out of there."

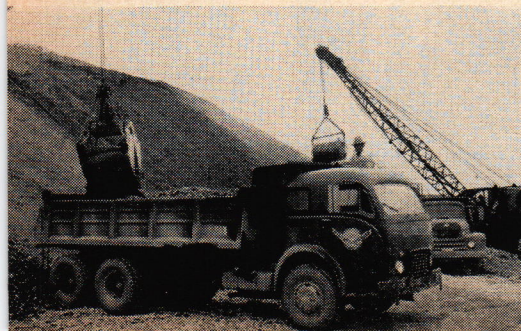


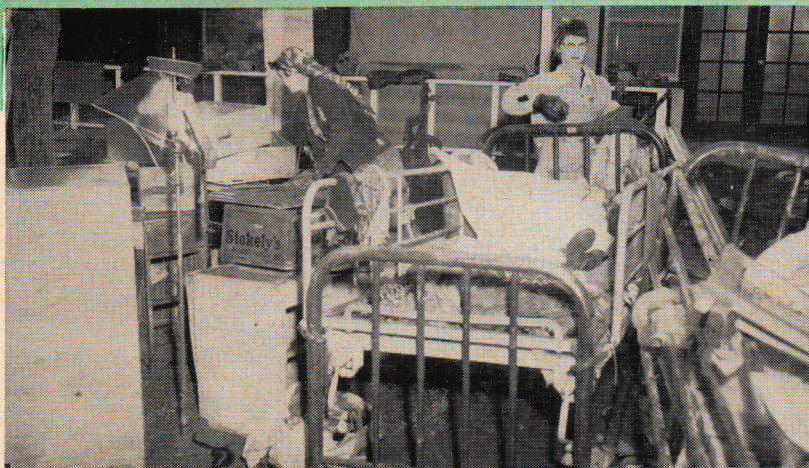
Troops and civilians worked in filling sandbags to stem the flood waters in the California disaster. Air Force men and civilians are shown above.

Teamsters were kept busy on the sand and gravel detail hauling sand for bags to bolster the levees and gravel to help protect residence areas from flood waters.



This photo made December 27 from Yuba City side of Yuba City-Marysville bridge shows flood results. A contractor's property is inundated; he employs 40 Teamsters.





Loss in property and damage to homes was high in the holiday floods. This photograph gives graphic evidence of the aftermath.

The story of tragedies and heroics from the flooded area have been reported from the Golden State. Volunteers from all walks of life worked side by side with Army Engineers, Air Force men, Navy men and Coast Guardsmen. Helicopters proved that they were indispensable in rescue work and one Coast Guard helicopter pilot and his crew rescued 138 people in a 24-hour period. According to reports from Teamster field personnel of Joint Council 38, the people of the flooded area and their helpers behaved "magnificently." Even though it was Christmas, men and women sacrificed their holiday time to help others. Teamsters cooperated in helping to bring Christmas cheer to youngsters who otherwise would have had a cheerless time of it.

Space prevents detailed accounts of the many dramatic stories which have come out of the flood areas, but a recall of losses and damages carries with it accounts of deep personal tragedy throughout the area.

The water area at Yuba City was 17 miles long and two to eight miles wide. Photographs from Marysville and Yuba City flashed to the world from field photographers, motion picture and television cameras, told

the nation in grimly dramatic terms the magnitude of the disaster.

On the North Coast of California, in Humboldt County, the Klamath River wiped out Klamath Glen, a small town in the jurisdictional area of Local 684. Nicolous, another small community near Marysville in the farming area, was wiped out.

The town of Orick was evacuated and the Eel River wiped out Weott and Pepperwood, two other small towns, and caused heavy damage to Scotia and Ferndale. All this area is within the jurisdiction of Local 684. The Kaweah River in the San Joaquin Valley inundated Visalia. Parts of Stockton, Lodi and Madera were flooded.

In Nevada, Reno suffered from high water from the Truckee River and the Carson River flooded farm land in the Carson Valley area. Over-the-road truckers were held up for a week, Local 533 Secretary Al May reported.

Oregon felt the impact of ram-paging rivers, rivers which were uncontrolled by any flood devices—the Umpqua, Rogue and Coquille. A landslide in the Coquille Valley took six lives.

The International Headquarters

received a field report on damage by the floods in the stricken area. Ten members out of 25 families in Visalia, Tulare County, near Fresno, were affected; homes lost estimated at \$16,000.

At Stockton, where Locals 439 and 601 are located, some 1,500 homes were washed out. Many of the L. U. 439 members lost their homes, but the most severe damage was inflicted upon members of L. U. 601, a cannery local, Secretary Jack Dillon reported. The members lived in rural areas, particularly at Thornton, which was practically washed away.

Local 684, Eureka, Calif., was completely isolated for a week, Secretary S. F. Burke reported. Communications were down and the only route to the town was via a 300-mile circuit into Grants Pass, Ore., and down the Coast. Before supplies could be taken to Eureka microwave telephone communication was established.

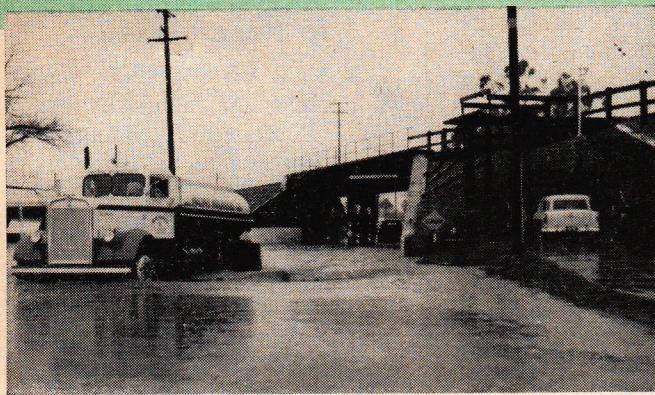
Heaviest damage, according to a Teamster field report from Joint Council 38, Sacramento, Calif., was at the Marysville-Yuba City-Oroville areas, to Locals 137 and 849. Oroville is a cannery local with its membership living in rural areas within a perimeter of 90 miles, taking in Yuba City and most of the other sections of the flooded Valley.

Before the Yuba City levee broke, the people of Marysville were able to evacuate the town with a 24-hour warning. When the Feather River broke the levee at Yuba City, less than a half hour remained. Gerald Shearin, Secretary of Local 137 in the Marysville-Yuba City area, said

Around the clock was a self-imposed assignment for these Teamsters who led the fight against the flood damage and the task of relief and rehabilitation. Left to right—Gerald Shearin, L. U. 137 secretary, Marysville, Calif.; Joe Morrill, L. U. 94 secretary, Visalia; International Representative George E. Mock; John H. Dillon, L. U. 601 secretary, Stockton; Eddie Davis, L. U. 439 secretary, Stockton, and Roy Ross, L. U. 849 secretary, Oroville. Locals 137 and 849 were located in areas where major damage occurred.



Trucks kept moving in flooded areas to run supplies. Teamsters in the flood area were given high praise by Governor Goodwin J. Knight for relief and reconstruction work.



Dump trucks loaded with sand and gravel were mobilized to reinforce the levees protecting the Yuba City area. Note Yuba City sign on overhead in right of photo.

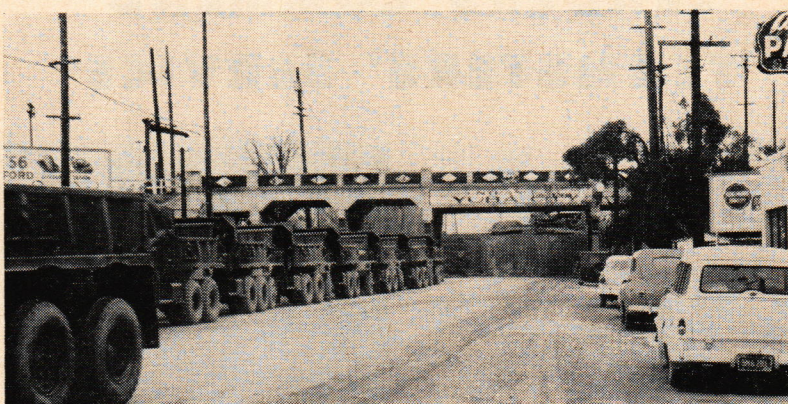
that at least 60 per cent of the Teamster membership suffered losses running from serious damage to total loss.

Secretary Roy Ross of Local 849, Oroville, said that he is certain that at least 350 of his members and their families were wiped out.

On January 3 International Representative George E. Mock, who had been personally active in the various disaster areas, called a special flood emergency meeting of Joint Council 38. Reports were received on the plight of Teamster families in the affected areas, especially in the Marysville-Yuba City-Oroville sector. Joint Council President Gerald Shearin led in raising a flood relief fund of \$1,000. Local 439, also in the stricken area, pledged \$1,000 and Secretary Edward Davis said that his membership assessed themselves \$10 each for a relief fund. Local 386 Secretary Wendel Kiser and President Walt Biggers of Fresno Local 431 likewise donated pledges and shortly the flood fund had grown to \$10,000. The money will be used to take care of food, clothing and other emergency needs of Teamsters in the Marysville and Oroville areas.

Labor and business and agricultural interests in the area are now trying to assess the extent of the damage. One of the results certain to come is a stepped-up program of consideration of flood control projects on the Feather River, which was the chief villain in the piece.

Two business agents from L. U. 150, Jack Grady and Alvin Vance, help unload relief truck. The photo was made at Salvation Army emergency depot.



January 5, 1956.

Mr. Dave Beck
General President
International Brotherhood of Teamsters, AFL
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Dave:

Despite the tremendous blow which California suffered from flood waters the work of rehabilitation has already begun.

Organizations of every type and description are offering financial and physical aid to those who are planning to build anew on the sites of their ravaged homes and businesses.

I am happy to tell you that among the first to volunteer to assist our stricken citizens were the members of Teamster locals and their families. On behalf of the people of California I wish to thank these public spirited men and women for their prompt and generous response in a time of grave disaster. They will long be remembered by those who saw all their possessions disappear in a few tragic moments.

Sincerely,
Goodwin J. Knight,
Governor of California.

Had a dam at Oroville been in service, Yuba City would probably have been saved. The lessons from the West, like those learned earlier and just as tragically in the East, indicate that flood prevention is a must by State and Federal agencies, if losses in life and property are to be prevented.

When he received reports from the field by telephone, wire and letters, General President Beck issued the following statement:

"Our Teamster locals and joint councils in the flood areas have once again come to the aid of their brother unionists and others in the sections where disaster struck. Our people have worked around the clock in the critical job of rescue and emergency and assistance, and reports show that they are in the forefront of reconstruction and relief work. The fine work our people have done in the flood areas makes us all proud that we are Teamsters."

LEADERS COMMEND TEAMSTERS' SERVICE

California Teamsters won high praise from state officials for the cooperation and assistance extended flood-stricken areas during the emergency and during the reconstruction period. Among those who lauded the role of the Teamsters were Governor Goodwin J. Knight, Speaker L. H. Lincoln of the Assembly of the California Legislature, and John J. McFall, Assembly member from one of the most seriously affected areas.

Others who wrote to the Teamsters were Pauline L. Davis, member of the Assembly from the Second District, and Assemblymen Frank B. Belotti from the First District and Thomas J. McBride from the Eighth District.

The letter from Governor Knight to General President Dave Beck appears with the general article on the flood. The governor also sent a letter of thanks to Western Conference President Frank W. Brewster, Seattle, Wash., extending appreciation to conference locals and joint councils. He said to Mr. Brewster:

"I want to convey to you the thanks of the people of California for the financial and physical aid which the members of Teamster locals and their families afforded to flood sufferers during and after our recent disaster.

"Their prompt and generous response served to lift the spirits of those who were overwhelmed by the loss of loved ones, friends and material possessions, and aided mate-



M. S. Vidaver (left) of Joint Council 38, Sacramento, Calif., interviews Teamster Kenneth Hollomon, 10-year member of Local 137, Marysville, Calif., and an employee of Baldwin General Contractors. Hollomon exercised trigger judgment and dumped a load of sandbags into a hole in the dike. His action was credited with being a key factor in saving the city.

rially in hastening the rehabilitation process.

Speaker Lincoln said that "... organizations such as yours contributed manpower, food and money to help alleviate the sorrow of our unfortunate neighbors. The part your members played in this emergency is appreciated by all Californians ... congratulations to all of your men for a job well done.

In a letter to George E. Mock, international representative, Assemblyman McFall said that, "In those areas stricken by the recent disastrous floods, it is comforting to know

\$300,000 Allocated To Relief Work

A total of \$300,000 was authorized last month by the U. S. Bureau of Reclamation for emergency repair work on projects in the flood-stricken area of California and Nevada.

The principal reclamation facilities damaged by the flood were sections of the Friant-Kern Canal in California and the Derby Diversion Dam and Boca Storage Dam in Nevada.

that the Teamsters are again co-operating with men and equipment in relieving distressed conditions ... we salute you for your willing efforts on behalf of all the people of our state. In San Joaquin County, one of the top agricultural areas of the state ... we know how important your efforts are and can be."

Assemblywoman Davis praised the Teamsters for reconstruction and cleanup work. Mr. Belotti praised the work of individual Teamsters as well as the efforts of the organization and said that "... the Teamsters' record of performance ... will continue to justify the widespread support they so justly deserve."

Assemblyman McBride said "... the activity on the part of your organization and its members puts the lie to claims that labor unions think of themselves only and that the interests of the public are only secondary."

The Cover

Teamsters aiding in the flood emergency are shown on the cover against a background scene of the California flood.

Top photo—Meriden Drake, Local 150, Sacramento, Calif., operates a fork lift furnished by the local at an emergency relief depot.

Lower photo—Members of Local 684, Eureka, Calif., unloading much-needed bread at Crescent City, Del Norte County. The National Guard plane shown in photo carried 30 tons of bread into the stricken area.

Photo Credits

Photographs for the flood report from California came from Joint Council 38, Sacramento, Calif.; the "Sacramento Bee" and the "Marysville Appeal-Democrat."

*Politics Has a Front Row Seat
As Congress Convenes; Teamsters
Keep Close Watch on Several Measures*

LAWMAKERS KEEP ONE EYE ON BALLOT BOX

LEGISLATION of vital importance to labor and to the Teamsters is being proposed as the second session of the 84th Congress gets under way in Washington. Insofar as Teamsters are concerned three principal considerations should be observed in viewing the possibilities of legislation in the new session of Congress:

1. This is a political year and politics will dominate the session, playing strong direct and indirect parts in almost every piece of legislation.

2. Legislation having a direct impact on labor will be considered, and

3. Legislation which while not "labor legislation" in the generally accepted sense will have an indirect or a strongly related effect on organized labor.

POLITICS WILL GROW

As 1956 unfolds the problem of politics becomes more and more acute in relation to legislation. This year Congress has a weather eye on the ballot box. All members of the House of Representatives are up for re-election and one-third the members of the Senate must face the voters. In addition to the Federal offices to be voted upon a total of 30 governorships are at stake—15 of the governors are Democratic and 15 are Republican.

Towering over all the offices on which the voters have a choice is the No. 1 elective office in the land, the Presidency. The official standard-bearer of the tickets of the two major parties will be an important

figure in terms of political preference by the voters. The Republicans hope to persuade President Eisenhower that he is the indispensable man while the Democratic fight is shaping up to be a real contest with the 1952 candidate, Adlai Stevenson, out in front according to all the polls.

MANY PROBES LIKELY

As this session develops we are likely to see many investigations. Congress is controlled by the Democrats and the Executive Departments are manned by Republicans. Thus the latter are fair targets for the former. Members of Congress will be speaking in part to their colleagues on the floor of the respective houses and in part to their constituencies back home. These speeches "for the record" will be important in a campaign year.

What kind of legislation are we likely to see on the labor front?

President Eisenhower has already sent his State of the Union message to Congress with specific recommendations on labor. He has called again for amendments to the Taft-Hartley Act saying that "... the need still exists for improvement of the Labor Management Relations (Taft-Hartley) Act." But the President's recommendations on this legislation were by no means his only suggestion for action by Congress. He called for a broadening of coverage of the minimum wage law and a clarification and a strengthening of the eight-hour law for workers on Federal or Federally-aided public works jobs.

A new recommendation was made. Mr. Eisenhower in his message said that he would send forward a proposal to "assure adequate disclosure of the financial affairs of each employee pension and welfare plan to afford substantial protection to their beneficiaries." This is not the first time this has been proposed, but opinion in Washington is that this year this proposal has a far better chance of enactment than ever before.

Other labor improvement measures asked by the President include improvement in the Longshoremen's & Harbor Workers' Act and approval of a bill providing equal pay for equal work without discrimination against women.

Taft-Hartley amendment may take the spotlight, observers believe, although Secretary of Labor James P. Mitchell has said that, "I don't feel that any action will be taken by Congress." Moreover the Democratic majority leader of the Senate, Lyndon Johnson of Texas, did not include revision of Taft-Hartley in his 13-point program.

Last year the AFL Building & Construction Trades Department unions held a conference in Washington designed to bring to the attention of Congress the importance of labor legislation in the construction field. Emphasis was placed upon the importance of the Davis-Bacon Act with strong recommendations which would aid in strengthening that law. The department has announced another conference in March and presumably Davis-Bacon will be an important issue.

HIGHWAY BILL UP

One of the factors which makes this particular piece of labor legislation strategic is the fact that Congress is on the verge of enacting some sort of highway bill. With billions going into highway construction the building trades unions, including the International Brotherhood of Teamsters, do not wish to see wage and working standards broken down.

Among the proposals having an indirect but serious impact on labor are many in the construction and welfare fields. High on the priority list of both parties is highway legislation. Both parties appear to be for

some type of law, but the disagreement last spring on the procedure for financing caused the proposals for a long-range program to get lost in the legislative shoals. Both the House and Senate rejected the Administration \$101 billion program which was to be financed under a bond program. This year efforts are being made to iron out procedural details so that the nation will receive much-needed highway aid.

The President underscored the need for aid in his State of the Union message. He said that "legislation to provide a modern, interstate system is even more urgent this year than last, for 12 months have now passed in which we have fallen further behind in road construction needed for personal safety, the general prosperity, the national security of the American people. During the year, the number of motor vehicles has increased from 58 to 61 million. During the past year over 38,000 persons lost their lives in highway accidents while the fearful toll of injuries and property damage has gone unabated."

Despite the booming prosperity in most of the economy the nation still has some depressed areas and these are to be the subject of attention. Senator Paul H. Douglas (Dem., Ill.) has been holding hearings on proposed legislation. Support for such legislation is coming from the coal mining areas of West Virginia, from Pennsylvania and from the textile areas of New England.

Under this legislation, authorization would be granted for \$100 million in loans to help build industrial plants and \$100 million would be provided in grants to help finance public works construction in the depressed areas.

Public housing will be given attention with Congress likely to grant more in the way of authority for units than the President has asked. Eisenhower has recommended 35,000 units per year. The Senate has been more liberal than the President and the House less liberal. Congress authorized 45,000 units last year for fiscal 1956 (ending June 30 this year). This was a compromise figure; the Senate had wanted to authorize 140,000 units and the 45,-

000 figure was a total arrived at in conference with the House.

The President has suggested other types of housing legislation which is likely to be less controversial. He would amend the National Housing Act enabling private industry and charitable and non-profit concerns to provide housing for older people. He also would like to see a modernization encouraged through liberalized legislation. He also recommended increases in Federal Housing Administration mortgage authority; extension of FHA military housing program; increase in the authorization for the Urban Planning program and continued support of the college housing program.

Teamster construction locals in particular and the membership in general are interested in the possibilities of a school construction program. The President has suggested school aid, but he was careful in his message to Congress to spell out the necessity of increasing rather than decreasing local school aid. Last year the school aid program of the Administration drew sharp fire as a "bankers' bill." In opposition to the Administration bill a Senate proposal was reported, but no action was taken. Under this proposal, S. 2601, Federal grants totalling \$500 million would have been made over a two-year period.

One of the dangers of any kind of school construction bill this year

is that the segregation issue may be raised. If the issue is injected into the legislative battle, all possibilities of school construction may be lost.

A series of proposals in social welfare and social security will be sent to Congress by the President, he has said. In the meantime, efforts are being put forward on Capitol Hill to reduce the age of women in terms of eligibility for Old Age and Survivors' Insurance benefits. The present age is 65 and efforts will be made to reduce it to 62.

Additional coverage of Social Security is likely to be voted by both parties since the extension of benefits is largely noncontroversial.

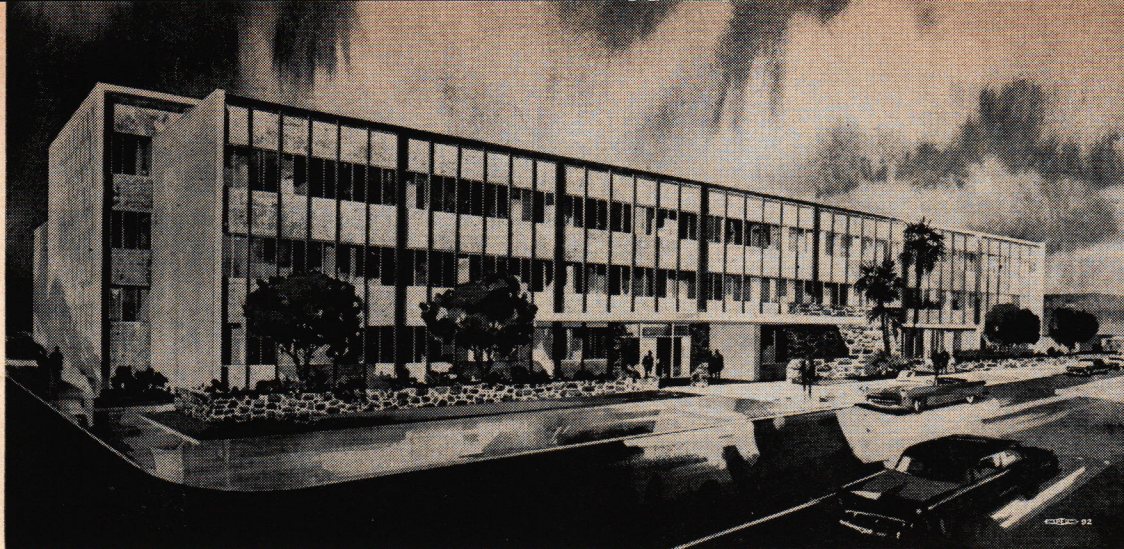
Some form of flood or disaster insurance is likely to be voted. The floods of the West in December and the earlier floods in New England and Pennsylvania have pointed up the need for some form of insurance. Detailed recommendations are to be sent to Congress by the White House.

Numerous other proposals are on the docket of either the President or his political opposition which are of concern to labor. Some of these will be in special messages sent to Congress by the President and include, in addition to those already cited, such subjects as water conservation, health services and research, national parks, post office improvements and equality of justice and opportunity.

Foreign Diplomats Visit Headquarters



A group of foreign diplomats, experts in labor and industry visited the International Headquarters last month. At the first table, clockwise, are: Mrs. W. H. Braine; E. F. Rimensberger, Swiss consul; Mrs. Rimensberger; Mr. and Mrs. M. H. E. Moerel, Netherlands; he is labor attache; and W. H. Braine, British labor attache. At the far table, from left; Ebdel Raus Alam, Egyptian labor attache; Robert L. Graham, Al Weiss and Vice President Einar Mohn of the Teamsters and Labor Attache A. A. Gondokoesemo of Indonesia. After tour, they conferred with Teamster officials.



This is the architect's drawing of the handsome new office building for Joint Council 42 in Los Angeles, Calif., which will be one of the finest of its kind in the nation.

Los Angeles Teamsters Break Ground

WE are paying tribute today to the labor men in years past who made this new building possible," Lieutenant Governor Harold J. "Butch" Powers told 200 witnesses and guests at the ground breaking ceremonies of the new Teamsters Joint Council Building in Los Angeles.

Powers led a host of public officials, including: District Attorney S. Ernest Roll, Congressman James Roosevelt, Supervisor Kenneth Hahn, Assemblymen Charles Chapel, Charles Wilson, Frank Bonelli, Ed Elliott, Vern Kilpatrick and Tom

Doyle; City Councilmen Don Allen, Gordon Hahn, Charles Navarro, Ransom Callicott, Ed Royball and Ernie Debs.

Master of Ceremonies Raymond F. Leheney, Teamsters Joint Council Public Relations Director, declared the new building would be one of the finest buildings of its kind in the nation for one of the finest joint councils in the nation.

GOOD FOR ALL

Supervisor Kenneth Hahn stated he was speaking for the entire board of supervisors when he wished the

Teamsters success and pointed out that what is good for labor generally is good for all.

Introducing Western Conference of Teamsters President Frank Brewster, Leheney stated Western Teamsters were fortunate to have a man of Brewster's caliber ready to take the reins as "... he has picked up and carried on Beck's principles by virtue of his outstanding leadership and ability."

Brewster, recalling the early days of Teamsters in Southern California, remembered that in those days the Teamsters had no one to call on for

Teamsters Investment & Construction Association officers and guests who were given gold shovels at the ground-breaking ceremonies are (left to right): Charles Bolton, President; L. L. Sylvaire, Recording Secretary; Raleigh Wilson, Board member; Paul Blinco, Board member; Ernest Metzinger, Board member; Bob Bock, Board member; John Annand, President, Joint Council; Frank Brewster, Chairman, Western Conference of Teamsters; Lieutenant Governor Harold J. Powers; William A. "Swede" Nissen, Board member; John W. Filipoff, Vice President; Thomas L. Pitts, President, California State Federation of Labor; and Mark Whiting, Treasurer. The New Building Committee is composed of Bolton, Bock and Whiting, chairman.



help and the presence of public officials on the platform was a tribute to the growth of the movement here.

"Your Building Committee and others here have accomplished considerable in a very short time and deserve all the credit in the world. You will soon have the largest membership in the nation due to the fine leadership you have here.

"This building would have been a dream 15 years ago. It took tremendous vision and courage for your Building Committee to take on the indebtedness this building represents and prepare for the future.

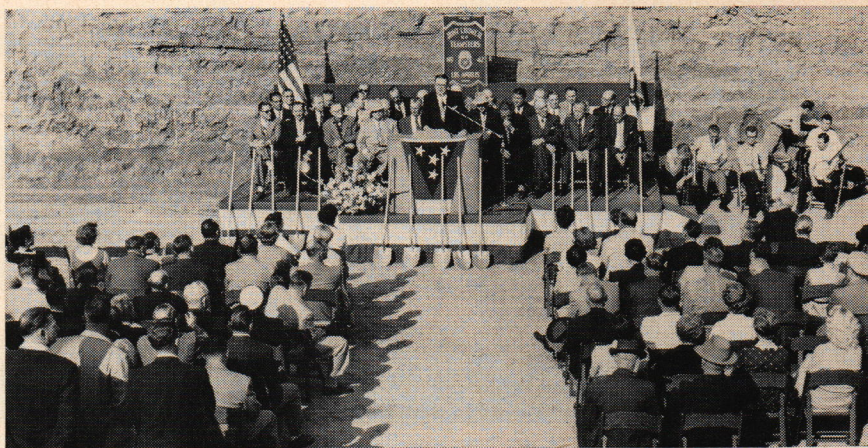
"My hat is off to all of you who took part in planning this building. And I know I speak for President Beck when I say he too is grateful for what you are doing in Los Angeles.

EXPANSION PROGRAM

"It is his greatest desire that just such a building as this, representing a program of expansion and progress, be instituted nationally.

"The Southern California Joint Council of Teamsters is one of the largest and strongest in the world. You are doing a magnificent job. Keep it up."

Joint Council President John M. Annand officially welcomed all of the visitors and guests and thanked them for coming. "We were more or less just eking out an existence in the old quarters and the Building Committee and the Board of Team-



Visitors and guests at the Teamsters ground-breaking ceremony are being addressed by Joint Council 42 Public Relations Director Ray Leheney on the actual site where the new structure will be erected.

sters Investment and Construction Association deserve all the credit in the world for the zeal and foresight they have shown in making this project possible.

"We also owe a great debt to Frank Brewster, Dave Beck, the Western Conference of Teamsters and the International Union for making this building a reality."

TEAMSTERS GROWTH

Bill Bassett, Secretary of the Los Angeles Central Labor Council, congratulated the Teamsters on behalf of all AFL Unions in Los Angeles County and stated that the new building personified the growth of the Teamster movement in Southern California.

Leheney, introducing Mark Whit-

ing, declared the credit for the details and organization of the new building project should go to him. "It is a job of big proportions accomplished by a man of equal stature."

TRIBUTE TO MEMBERS

Whiting, as chairman of the new Building Committee, thanked all who made the building possible pointing out that in the final analysis the basis of the new building and the real credit should go to the members of the locals who pay dues and salaries of officials and whose support makes such projects.

Gold shovels were presented to the distinguished guests and members of the Joint Council Investment and Construction Association.

1956 Teamster Conference Schedules

The following national and area conferences for 1956 were recently announced by the International Office:

National Trade Division Conference

May 15, 16 and 17

Palmer House
Chicago, Ill.

Southern Conference of Teamsters

Beginning June 27

Statler Hotel
Dallas, Tex.

Central Conference of Teamsters

May 10 and 11

Raddison Hotel
Minneapolis, Minn.

Eastern Conference of Teamsters

October 25 and 26

Mayflower Hotel
Washington, D. C.

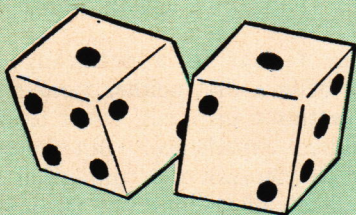
Western Conference of Teamsters

June 25-29

Vancouver, British Columbia

Everybody

LOSES!



when members' mailing address changes for **THE INTERNATIONAL TEAMSTER** are not reported promptly!

Remember

When you move or change address for any reason, give this information to your local union secretary without delay:

TEAMSTER MEMBERS

lose their magazine when they move or change address and fail to notify their local union secretaries of their new home addresses.

LOCAL SECRETARIES

contribute to this loss by failing to report to International Union Headquarters promptly members' changes of address. Local Union secretaries should keep magazine mailing lists up to date.

Everybody loses when members fail to notify their Local Secretaries of address changes or when Secretaries fail to notify International Headquarters.

OLD ADDRESS

(Name)

(Local Union No.)

(Street Address)

(City)

(State)



NEW ADDRESS

(Name)

(Local Union No.)

(Street Address)

(City)

(State)

EDITORIALS

The New Session

Congress has begun a new session and what kind of story it will write can only be told as the chapter unfolds in the months ahead. Organized labor in general and Teamsters in particular have a real stake in the congressional deliberations of 1956.

Labor will look toward action on Taft-Hartley. Will there be changes made to bring the act in line with some decent measure of fairness? Will the promised revisions which President Eisenhower has mentioned—and repeated in his State of the Union message—be made this session? Or will changes be sidetracked, once again political casualties in a political year?

Labor should not deceive itself into thinking that all is well on Capitol Hill. There are dark hints of more stringent regulation of the various activities of trade unions. The recent merger of the AFL and CIO has provided new fuel to those who would raise a cry against “big labor.”

Will the Davis-Bacon act be strengthened and will its provisions apply to the new highway legislation? Our building and construction drivers have a vital interest in that legislation.

Will there be further legislation in the minimum wage field? Although our members are well above the minimum, we know that raising the standards of the lower wage groups will help all labor.

In the highway legislation field, Teamsters have a deep interest. A road program of highly imaginative magnitude is necessary if motor transport is to continue to make its full contribution to the nation's economy. Teamsters and employers have a strong community of interest in working for better roads. General President Dave Beck has given much time and study to ways and means of improving roads. He has served on the President's Advisory Commission on a Highway Program. Some of the results of these studies will undoubtedly be apparent in the debates and discussions in Congress in the weeks ahead.

It is indeed certain that unless Congress takes bold steps to remedy the appalling road situation, America will begin to slowly strangle itself in traffic congestion. The road program should have a high priority place.

Teamsters and labor in general are interested in a decent and fair farm program. We know that unless the farmer has purchasing power, the city man cannot hope to have continued high employment. There is a strong interdependence between city worker and farmer and union people realize this. Unfortunately some voices have been raised in an effort to divide these

groups, setting the farmer in a politically opposed position. But we believe that neither farmer nor city worker will fall for this transparent effort to divide in the interest of political expedience. But the efforts to divide have been so vigorous that organized labor is given an additional job of spelling out the importance of farmers and city people working together. That is a job far beyond Congress, but a job which, if not well done, can have disastrous consequences to labor in Congress.

Always Needed—Always Ready

In this month's issue will be found information in text and pictures of the fine work done by our Teamster locals in the Western flood areas of California and Southern Oregon. This flood, as the story indicates, was one of the most disastrous in the history of the West, causing untold property damage and claiming scores of lives.

Teamster families in several areas were critically affected, some lost their entire possessions. During this emergency our joint councils in the West came to the aid of the distressed and help provide needed transportation, food, clothing, medicine and other items. When a disaster strikes, one of the first needs and one which claims priority attention is the matter of communications and transportation. This need is fulfilled by the use of emergency motor transport.

In the flood areas both Teamsters and their employers are to be commended for their around-the-clock work in helping in the flood emergency at every stage—at the outbreak, at the most critical “action” stage and in the general rehabilitation and cleanup period.

Teamsters once again proved that when an emergency strikes, they are always needed—and likewise they are always ready.

Teamsters' Overseas Story

The story of Teamsters working in their many communities has been told many times in THE INTERNATIONAL TEAMSTER and through pamphlets issued by International Headquarters and the several joint councils. This is a story that should be told over and over—a continuing story which never ends.

Recently the United States Information Service prepared a feature story on the community program of Local 688, St. Louis, Mo. This story was told, not by Teamsters, but by staff writers of a United States Gov-

ernment agency. The story was well told and prepared for overseas use. We sincerely hope the story and pictures used on Local 688 proved both informative and helpful in our overseas information campaign.

President Beck stresses in almost every one of his public addresses the importance of developing community action and civic participation programs on the part of our local unions and joint councils. No one should have any doubt about the usefulness of these programs. We are indeed glad to see the value of these programs underscored when the United States Government draws upon their experience to provide informational weapons in behalf of democracy. We invite the USIS to look further into our Teamster community programs; we are certain they will find additional weapons of democracy in the global battle for men's minds and hearts.

Worthy Causes

Last month the nation held the annual March of Dimes campaign for funds under the auspices of the National Foundation for Infantile Paralysis and we are certain that our members participated generously as they always do.

Another foundation activity which is not known as well as the March of Dimes is the work of the Franklin D. Roosevelt Birthday Memorial Committee of which the chairman this year is Senator Herbert H. Lehman of New York. This committee works closely with labor unions and we are glad to say that the International Brotherhood of Teamsters can be counted on for assistance both through International headquarters and through our local unions and joint councils. An annual benefit concert is held in New York City.

This was a "74" year in the birthday program and the International was glad to make its contribution of \$1,074. Last year our affiliates gave almost \$4,000 and we are sure that this year the record was likewise upheld. The cause for which the committee was set up—working with and under the auspices of the National Foundation—is a fine one and we are glad we can help.

More Social Security?

The nation will see an improved Social Security program before the end of 1956. This is a prediction which can be made with some degree of assurance. The Administration is reluctant to recommend or to support additional benefits or broadening legislation.

But there are two main forces which will generate enough drive to make amendments to the present legislation mandatory. The year 1956 is an election year and Social Security legislation will be electorally popular. With the growing number reaching retirement age and the millions who have an eye on the future, Congress can scarcely ignore that spoken and the unspoken demands for improvements.

The other drive is largely from labor which has called attention to gaps in the legislation and the short-

comings which should be rendered in order to have a system which is as near equitable as human legislation can make it. In the last session of Congress the House of Representatives voted to pay benefits to the disabled and to lower the pension age for women, but action in the Senate was postponed.

The Health, Education & Welfare Department has a new head now with Marion B. Folsom as Secretary. He succeeded Oveta Culp Hobby and was identified with the founding of the Social Security system so he is likely to be an advocate of sensible improvement in the legislation.

The Twentieth Century Fund recently issued an extensive study on the economic condition of the aging in America. This study with its wealth of supporting data on this increasingly important problem will cause many in Congress, who otherwise may have overlooked certain aspects of this problem, to give it close and earnest study.

The needs, as labor leaders have pointed out, are many in order to have a fair system. We hope that Congress gives the problem the meritorious consideration it deserves, consideration based on need and not politics.

How Big the Boom?

We have all come through a few weeks of official and unofficial economic crystal gazing on the part of economists from both Government and business. The general tenor of these activities appears to be that the year 1956 will be a big year.

We are glad indeed to know that all seems well in 1956, but it might be useful to indicate certain reservations, if not downright dissents, from the bright and rosy predictions of most of the economic soothsayers.

Last year was a boom year in automobiles. The production and sales race was red hot and we wound up the year with an inventory of unsold cars far higher than we had in 1954. There is a difference of opinion as to what the sales of new cars will be this year, but most informed estimates point to a year with a volume of production and sales less than that of 1955. The automobile is playing an increasingly important role in the economy. If this industry suffers any kind of setback, the nation will suffer.

There is likely to be less than a hoped-for record of construction, with housing starts not measuring up to goals. Construction remains one of the great props of our economy. If construction dips, the whole economy declines.

On a third front we find the farm sector in bad shape economically speaking. Lowered income for farmers means decreased purchasing power which would assert itself in the mainstream of the economy. Prospects for even further decline have been cited by farm economists.

We are not inclined to be generally bearish or pessimistic, but we think it well to bear in mind the real dangers of an economic dip this year; we think it unwise to become entirely bewitched by the economic crystal gazers into thinking that all will be just dandy in 1956.



ONE TAXI DRIVER'S SUCCESS STORY

*Things Were Tough for Martin
O'Donnell of Philadelphia Until
'The Union' Came, Bringing Job
Security, Dignity, Contentment*

TWENTY years ago Marty O'Donnell got married on the Fourth of July so that he wouldn't lose a day's work and a day's pay.

Today, he lives comfortably in a lovely field-stone and clapboard house, has raised four husky sons and a red-headed daughter—and recently he took three days off without pay to take his two sons to the basketball tournament in New York.

What made the difference? Marty has one answer: "Unionism."

MEMBER 15 YEARS

And this crinkly eyed, smiling Irishman doesn't just talk unionism. He has been an active member of Taxi Cab Local 156 since he joined it 15 years ago, and since 1947 he has been shop steward of the Overbrook Garage, one of 20 garages run by the Yellow Cab Co. of Philadelphia.

Marty knows the value of unionism because, even though only 46 years old, he can make comparisons with "the good old days."

NATIVE PHILADELPHIAN

He was born in Philadelphia, as was his wife Dorothy. After two years' study at West Catholic High School, he wandered into a series of jobs culminating in one as a delivery truck driver for the old *Philadelphia Public Ledger*.

His first long-term job was with Abbott's Dairies in Philadelphia from 1933 to 1938. The plant was not organized at that time and a comparison of working conditions shows the progress IBT members have made over the past two decades.

Marty got up at 1:30 a. m., was at the stable by 2:30 to harness his horse, hitch it to the wagon, and

load the wagon with milk. He then worked until 6 or 7 a. m., when he went home to change into more presentable clothes so he could make his collections and sell other products.

If all went well he was through by 4 p. m., but if it didn't he was stuck until 5:30 or 6 p. m. But then he only worked a six-day week—and on Thursdays and Saturdays he only made one trip. He was paid less than half the wages milk drivers now get for a five-day week.

DROVE BUS

During 1938-40, Marty drove a Greyhound bus from Philadelphia to the World's Fair in New York. He was paid about half the present mileage rate. At Greyhound he got his first taste of unionism as a member of Local 1210, Amalgamated Association of Street and Electric

Railway Employees of America, and he liked it.

During furloughs, Marty worked as a tank truck driver for the Atlantic Refining Co. and for the Yellow Cab Co. His wife liked the cab job better than any he'd had because he was home nights and not subject to call.

So, Marty made the switch and he fitted into his union and his job from the very first with the same ease with which he jockeys his cab around the Quaker City's narrow streets.

In addition to being shop steward, concerned with the affairs of 150 drivers, he also belongs to the bowling team, the golf team and a deep-sea fishing club composed of fellow drivers who are saving to buy their own boat.

Of course, Marty has had it pretty good union-wise because he walked into one of the nation's most active taxi cab locals. Born out of a stormy seven-week strike in 1933, today Local 156 has a membership of 3,500.

TOUGH ORGANIZING JOB

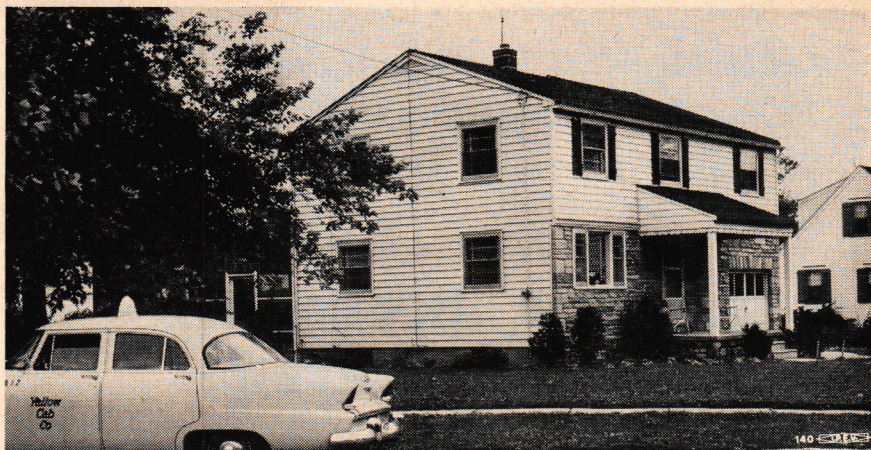
Organizing cab drivers was just as rough a job in Philadelphia as anywhere else before 1933. An attempt at organizing was broken in 1920 and, from then until 1933, union men didn't have a chance, according to Charles Pirolli, 156 president.

However, those stormy days are past. Pirolli and Charles Fels, 156 secretary-treasurer, are received with respect and good will in the Yellow Cab Co. offices. It is a respect built on strength. David Kohn, now vice president in charge of operations, knows the loyalty of the men to 156 because he was once a driver himself.

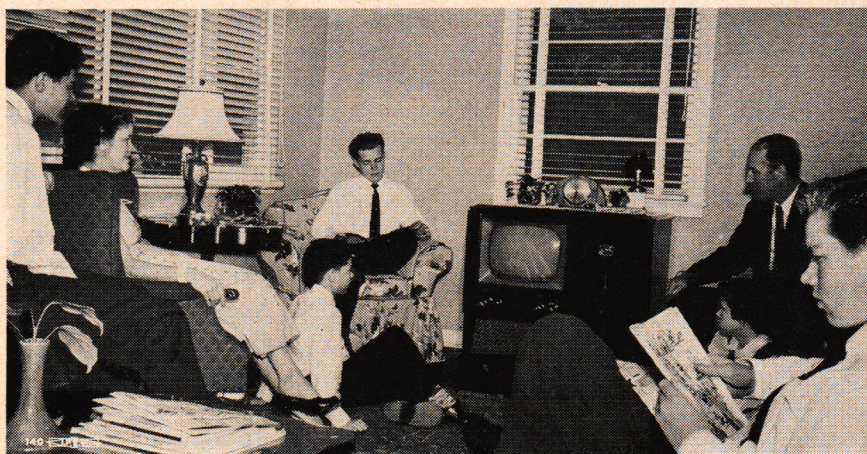
This is also true of many other men in supervisory positions with Yellow Cab in Philadelphia and probably one of the reasons that arbitrations and complaints are handled so smoothly.

Another reason, of course, is that there are men like Marty O'Donnell at the shop steward level willing to give their time to help the union.

But, then, Marty doesn't mind because he's one to admit that the union helped him first.



Teamster O'Donnell and his family live in this handsome, two-story home just across the Delaware River from Philadelphia. He's raised four husky sons and a daughter.



Evening is a family affair at the O'Donnell home, where all present gather in the living room to await favorite TV program. O'Donnell and his wife are natives of city.



Talking over problems with management is a regular union habit. Left to right: Local 156 President Charles Pirolli; David Kohn, company vice president, and O'Donnell.

O'Donnell (below) checks with Clarence (Clancy) Holman on a repair slip. Job was an emergency repair, made at one of the company's 20 garages located in Philadelphia.



Lobbyists Want to Step up Subsidized Parcel Post, Competing with Private Transport Carriers; The Question is:

SHOULD UNCLE SAM BE A TEAMSTER?

DOES government compete unfairly with you, as a Teamster?

Recent reports on government competition with private business show that the government is operating paint factories, laundries, retail stores, mines, and thousands of similar commercial and industrial enterprises. In the fields of transportation and distribution, government is the largest warehouse operator, the largest shipowner and the largest truck-fleet operator.

Even the parcel post system, by operating at below-cost rates, has taken business away from carriers which must operate at a profit. A strange situation indeed when we consider that our high standard of living and our industrial strength are based upon free enterprise and open and fair competition.

Parcel post has become a classic example of unnecessary government competition with private business, costing the taxpayers millions of dollars every year.

From 1947 through 1953, fourth-class mail cost exceeded revenue by a reported \$825 million. In addition, at least \$300 million in costs were buried in other government accounts. That meant that more than 41 cents had to be added by the taxpayer to each dollar spent on parcel post in order to make up the difference between what the shipper paid and what it cost the government to provide the service.

Although in the past few years, either through Congressional action or that of the Postmaster General, some increases in parcel post rates have been made, the taxpayer still

bears the load of hidden costs. These costs—expenditures for services and facilities provided by other government departments for the benefit of fourth-class mail—do not appear in Post Office accounts. Some estimates place those costs at more than \$43 million a year.

STARTED IN 1913

It started back in 1913, when Congress authorized a small parcel-carrying service for the benefit of people living in rural areas where private transportation companies did not operate extensively. While it was felt there was a definite need for such a service, parcels were limited to 11 pounds, and three specific requirements were established:

1. The rates charged should be sufficient to cover costs of operation.
2. The government, through this system, should not unnecessarily compete with private transportation.
3. Parcel post should supplement and not supersede private carriers.

Over the years, however, each one of these intents was violated, and the government eventually was plunged into the freight business. By 1931, it was possible to ship in the mails to any post office address, a package weighing 70 pounds and having a length and girth of 100 inches combined.

The parcel post deficit began running into tens of millions of dollars every year. These losses increased constantly, and beginning in 1946 grew to tremendous proportions.

During the five-year period be-

tween 1947 and 1951, the volume of parcel post shipments increased greatly. The number of parcels under 20 pounds was but 8.5 per cent greater. On the other hand, those weighing 21 to 40 pounds increased 63.9 per cent, while those from 41 to 70 pounds jumped 69.3 per cent.

Post office statements showed that the larger the package, the greater the loss.

In a statement submitted to the Senate Post Office and Civil Service Committee in 1950, a representative of the International Brotherhood of Teamsters said that the Teamster employees of the express business were "seriously concerned in the great decline of business" and "the decrease in employment." The statement recommended passage of a bill to correct this catastrophic situation and remove "what we think is unfair competition by the government through subsidies allowed the parcel post."

In 1951, a Senate Committee emphasized that "A subsidized Government transportation service in competition with a non-subsidized private service cannot be squared with the declared national transportation policy."

At the same time the House Post Office Committee decided that the problem could only be solved "by a restatement of Congressional policy with regard to parcel post service and a return in part to the size and weight limits originally approved by Congress when parcel post was established to provide a small parcel delivery service to areas which are not serviced by other transportation facilities."

Then, the non-partisan Public Law 199 was enacted by voice vote of both the House and Senate following unanimous recommendations of the respective Post Office and Civil Service Committees. Signed by President Truman, it became effective January 1, 1952. This legislation was backed by many segments of organized labor and by transportation companies.

Public Law 199 affects only parcels moving from one first-class post office to another—places where many private transportation services are available.

Interestingly enough, 92.5 per

cent of parcel post pieces originate at the 3,613 first class post offices—representing but 9.4 per cent of the current total of 38,316 post offices. Public Law 199 took out of the mails much of the commercial freight which had been diverted from free enterprise carriers. Although those parcels which were eliminated represented but 5 per cent of parcel post pieces, they were the large and heavy parcels which contributed most to the very great taxpayer losses, and through which competition with private carriers was the most damaging. Parcels mailed at, or to, 90.6 per cent of all post offices are not affected.

BIG BUSINESS BOOST

The Post Office has estimated that during the first year after enactment, more than 49 million of the heavier pieces were returned to free enterprise carriers. All carriers received a highly important boost in their business.

But, even today, Post Office accounting procedures fail to take into account over \$43,000,000 of services and facilities which are furnished annually by other government departments for the direct benefit of fourth class mail operations. Unless these hidden costs are included, as the Hoover Commission and the Post Office itself recommends, realistic rates cannot be determined and established to make the system self-supporting as has been required by law.

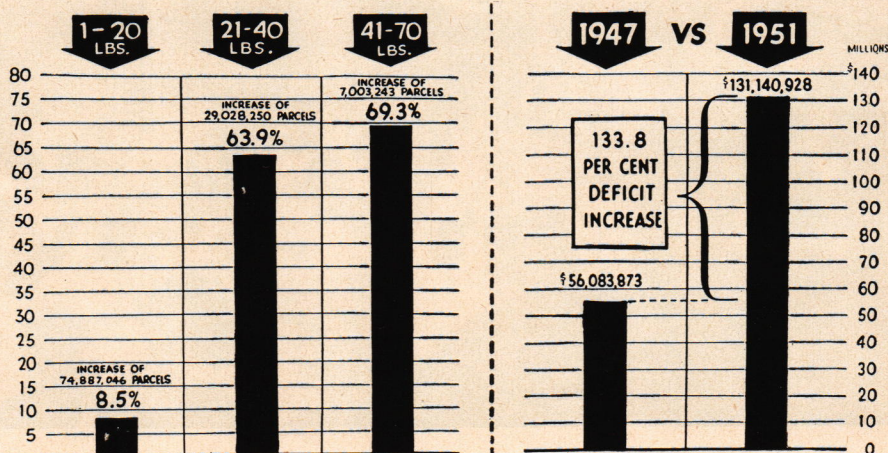
Rates of transportation companies must cover all costs of providing the service. The rates of parcel post should also reflect these costs, even if competition with private business was not involved.

PRESSURE APPLIED

Representatives of certain commercial enterprises, which have long gained financially by the use of below-cost parcel post in their business operations, have created or used organizations whose purpose is repeal of Public Law 199. They include The National Committee on Parcel Post Size and Weight Limitations, The Parcel Post Association, and the National Council on Business Mail.

These organizations, whose con-

The Parcel Post Story



The chart at left shows the per cent of increase of zone rate parcels handled by the post office between 1947 and 1951 while the chart at the right shows the per cent of increase in the post office deficit during the same period. Data source: U. S. Post Office cost ascertainment reports. These graphs show visibly why the Post Office should get out of the commercial freight business and leave it to unsubsidized, tax-paying enterprises.

cern is low, below-cost transportation rates for their sponsors, fail to see, or wilfully disregard, the unhealthy aspect of government competition with private transportation and the resulting loss of jobs for thousands of carrier employees—not to mention the load on general taxpayers who would pick up the check.

These highly vocal and active groups have had several bills introduced in the current and in previous Congresses, but have been unsuccessful in having them enacted. It is expected, however, that when Congress reconvenes, attempts at repeal will be intensified.

EXERTING EFFORTS

Many organized labor groups, other transportation carriers, and their associations are expected to continue to exert every effort toward the retention of present regulations.

Even when parcel post rates are raised to the point where they reflect the true costs, government competition would still not be justified. Further, such rates would still not equalize the effect of the 3 per cent transportation tax that the users of carriers-for-hire must pay. Permitting parcel post users to avoid paying this tax is discriminating in favor of government service and against the taxpayer.

The Hoover Commission, in an

exhaustive study, said earlier this year that the "failure of parcel post rates to cover the full cost of service constitutes a subsidy to the users of parcel post." This group, established by the Congress, recommended, "That the Postmaster General shall, if the current rates do not cover all costs of the parcel post services (including indirect costs), seek a further increase of rates."

COMPETING FUNCTIONS

Warning of "creeping socialism," the Commission reported that the total business and industrial enterprises of the government are worth between \$25 billion and \$50 billion. It is estimated that between 2,000 and 3,000 government functions are competing with private business.

Free enterprise means many private businesses which employ hundreds of organized American workmen whose wages are determined through the traditional free market of the bargaining table—and whose job security is threatened by unnecessary expansion of government bureaucracy.

Individually, and combined, these undesirable factors make a compelling argument for the retention of the wise legislation enacted in Public Law 199 by the 82nd Congress. They suggest the soundness of making those who continue to use parcel post pay the full costs.



General President Dave Beck delivers principal speech at session.

Stewards Report to Local 20

*First Biennial Conference at Toledo
Is Marked Success; Plans Outlined
For Intensifying Local's Progress*

THE stewards of Local 20, Toledo, met in a historic first bi-annual conference November 19 and 20, laid a blueprint for action during the next two years and approved a slate of eleven resolutions.

President Lawrence Steinberg recommended a three-fold program for the future in Local 20, including: expansion of uniform agreements and long-term contracts; stepped-up organizing pace with all members participating, and a means to prepare for future emergencies.

BIGGEST GOAL

He promised that if each member continues in the pace already set, by the next conference Local 20 will have achieved its biggest goal:

"We want each member of Local 20 to live in the best house, drive the best car, have the biggest take-home pay, the most complete job security, the best working conditions. . . . We want the families of Local 20 to be able to sit back and enjoy living, without a worry about injury or health, loss of earning capacity or income. . . . We want a man to work and live and know that

if God takes him away he will still be taking care of his loved ones through our insurances. . . . We want him to know that, when his working days are over, he will not be sentenced to starvation on an inadequate pension, but can enjoy the comfort he has earned. . . . What do we want for the members of Local 20? Only what we want, each and every one of us, for our own selves and families," President Steinberg said.

General President Dave Beck was the principal speaker at the conclave. He was presented a glass key to the city by President Steinberg in behalf of the mayor.

The Teamsters' chief executive scoffed at employers who "fear the new vitality in the Teamsters."

SCOFFS AT FEARS

"They are afraid of our expanding union which every day registers new advances for the betterment of our members. They are even afraid of meetings such as yours because they don't want intelligent leadership to fight them. Because they are afraid, I congratulate you and your

president, Larry Steinberg, on this occasion. You have blazed a path that all our Teamsters could well follow," the general president said.

Other speakers at the two-day session were Senator George Bender of Ohio, Congressman Ludlow Ashley, state Teamsters officials William Presser, Don Pfeiffer, Attorney Robert Knee, Ed Elkins, and others.

COMMITTEES REPORT

Following the speeches, the stewards to more than 7,000 members in the area heard reports from committees on budget, organizing, by-laws, resolutions, democratic rights of members and arrangements.

Eleven important resolutions were adopted by the convention without dissent. They ranged from a drive for a thirty-hour week throughout the area to action to prevent Soviet Russia's current plots to disrupt the peace in the Near East. Following are the eleven resolutions unanimously approved by the stewards:

1. That, due to the threat of automation in industry and the danger that such changes in the production patterns will disrupt the purchasing

power of the country, Local 20 endorse measures which divide existing work among all available members.

2. That technological advances have made it possible for workers to earn more and work fewer hours and therefore a program of action toward a 30-hour week be initiated by Local 20.

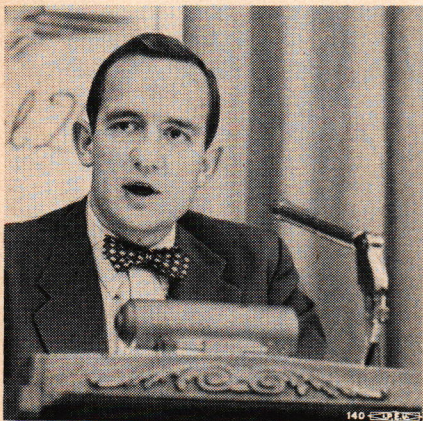
3. Since the prospect of Toledo as an ocean port places a responsibility on the Teamsters in handling of goods to and from shipping, with inestimable benefits resulting, that Local 20 go on record urging speedy completion of the port.

4. That labor's answer to the merger of all American industries into powerful economic and political monopoly, with consequent threats to hard-won rights of organized labor, be in the form of the merger of the AFL-CIO into one unified voice which will "guarantee to all men the right to work under decent conditions and for decent pay, as well as guard the rights of labor generally against the enemies of labor. . . ."

5. That Local 20, as part of its program, eliminate the inequities existing in the health and welfare clause of some contracts with the aim that a standard, uniform health and welfare plan apply, so far as possible, to all members and that such a plan be paid for by the employers as a part of their contractual obligations.

6. Sounds a warning that a policy of indiscriminate support of political candidates has resulted in loss of labor's rights in legislatures and

Congressman Thomas L. Ashley, Ohio Ninth District, addresses conference on national problems.



SPEAKING UP—Royal York, local union member, speaks up in the discussion of the resolutions during the stewards' conference. President Beck addressed final session.

Congresses and that Local 20 grant its support to such candidates who have shown by their deeds that their concern with labor's problems is sincere and that such candidates be held to a strict accounting of their performance in legislative halls in this respect.

7. Recognizes the common goals of both the Teamsters and the Retail Clerks in Toledo and their close cooperation in the achievement of mutual gains and declares that such unity of purpose and action should continue with all the friendship, resources and support by the Teamsters as has taken place in the past.

8. Since the benefits of a credit union to all members have been demonstrated in the past and delays by Federal authorities have prevented completion of the merger of the credit unions of Locals 20 and

22, thereby hampering services to members, that immediate action be taken by the government to complete the merger of the two credit unions.

9. With the security of jobs, pay and conditions dependent on continuous expansion of organization among unorganized workers, that each member of Local 20 be constituted "an ambassador" for his union among the unorganized and actively engage in Local 20's organizing drive for the next two years.

10. Certain recommendations made in its report by the education committee, LaVerne Lynch, chairman, be part of Local 20's program, to wit: expansion of basic leadership classes making them available to all stewards; establishment of formal discussion groups for newly elected

(Continued on page 24)

Lawrence N. Steinberg, Local 20, president, presided at the meeting of Toledo Teamsters' stewards.



Don Pfeiffer, secretary-treasurer of the Ohio Conference of Teamsters, was one of the many guest speakers.



Teamster Progress in the East

least, will be made by unionized drivers.

The automotive division has on the books both active organizing campaigns and projected programs. The campaign in the Pennsylvania area in cooperation with the International Association of Machinists is proving successful. Studies are under way in the tank transport field and organization in this area is high on the conference agenda for 1956.

New studies are nearing comple-

delegates at trade division sessions.

"We feel that our trade division reports indicate encouraging progress during the year, Conference Chairman Thomas E. Flynn said at the close of the reports. "These reports have given us a blueprint for action as well as a record of advances; we hope that a year from now we can make an even better showing that we have at this session."

In the Laundry & Dry Cleaning Division prospects are better for the future than achievements have been in the past, Albert McCullough, chairman, said. He appealed to the general locals for more attention to the laundry jurisdiction and said that too often the jurisdiction is regarded as a "stepchild." He estimated that in the conference area 7,500 salesmen are unorganized and can be regarded as prospects. He recounted marked progress in Local 875 which had organized 1,100 in the rug cleaning business. He said that George Gillespie is organizing director and looks forward to marked progress in the months ahead.

One of the most detailed reports of the conference was made by Chester G. Fitzpatrick, secretary of the Over-the-Road & General Hauling Division. He said "tremendous strides" had been made and cited the New York-New Jersey uniform contract; the gains of nine locals in Philadelphia and eight in Eastern Pennsylvania and progress in New England. He spoke of bringing the Carolinas and Virginia into a uniform agreement.

Fitzpatrick said that a committee is at work on the household goods movers' problem covering movers annexed to the division. He reported on progress in the car-hauling category and said that uniform contracts with GM, Ford and Mercury was an objective.

The question of steel hauling, he said, would be the subject of a meeting in Pittsburgh and progress in this work was promising.

John J. DeLury, secretary of the Miscellaneous Division, asked that all locals send in any contracts they might have entered into covering vending machine contracts. Emphasis in the coming months for the

Reports of the Trade Divisions To Eastern Conference Spotlight Accomplishments in All Fields

EASTERN Conference of Teamster activities are showing marked advances and the outlook for 1956 is a promising one indeed, according to Thomas E. Flynn, conference chairman. No time was lost following the close of the 1955 conference sessions in getting under way on new programs.

Plans are under way to develop a steel hauling program in cooperation with the Central Conference of Teamsters. Meetings were held in Pittsburgh in December and January and further sessions were held in Washington late last month. Uniformity in procedures will be sought in the plans now being worked out by the two conferences.

Marked progress is being made in dairy organization work with a substantial number of country milk situations becoming unionized in up-state New York. One of the largest of independent dairies has become unionized in the Pennsylvania area and a special group in New England is concentrating on the Hood Dairy situation.

DELIVERY VICTORY

The "Have it Delivered" campaign has become more than a phrase in Washington, D. C., as Local 639 has cracked the long-standing resistance to unionized department store delivery. Department store deliveries, in part at

tion in the field for household movers. A sub-committee of five representing various parts of the conference area are giving special attention to this project.

Another area in which mutual cooperation in the eastern area is proving helpful in organizing is in the food and cannery industry. The Eastern Conference began organizing in the east Maryland area a year and a half ago and work continues in that section in cooperation with the Butcher Workmen with whom the Teamsters have a joint agreement.

'OFF TO A GOOD YEAR'

"We believe we are off to a very good start this year," Chairman Flynn said, "and we hope to work out a number of programs in cooperation with other conference areas, particularly with the Central Conference since so much of our work connects with theirs. If our present progress this year is an indication of the remainder of 1956, we should have a good year indeed."

Progress in the area covered by the Eastern Conference of Teamsters was spelled out in a series of reports at the annual session of the conference in Washington November 3 and 4. The reports given from the floor were the result of discussion by policy committees and

division, he said, would be directed toward the meat industry and armored car service.

Since this division covers a variety of types of activities, the secretary said that the sending in of contracts is regarded as a basic task necessary if the division is to reach its organization goals. Contracts should be sent to the Eastern Conference of Teamsters Research Department, 100 Indiana Ave., N. W., Washington, D. C., Conference Chairman Flynn informed the delegates.

A number of problems confront drivers in the dairy field, said Lawrence McGinley, secretary of the Dairy Employees' Division. He cited specific organizing situations which had been discussed at the policy and trade division meetings.

One problem mentioned by McGinley concerns the use of milk from "captive" dairies — those in which a chain store buys a milk plant and bottles its own milk. Milk delivery is a Teamster dairy jurisdiction, McGinley said, and milk should be hauled by milk drivers and not as general produce or mixed commodities. With chain store operation expanding, this problem likewise becomes acute, the trade division secretary said, and cooperation from all locals was asked.

WAREHOUSE GAINS

Encouraging gains were made in the past year by the Warehouse & Produce Division, Secretary John J. Greeley said. He estimated that at least 3,000 new Teamster members had been added to the conference rolls through this division. He praised the effort of both the Eastern Conference office and the National Warehouse Division offices. He said that within a short time the Research Department of the Eastern Conference would make a survey of warehouse activity in the conference area.

Division members feel that they will be able to expand substantially into fields other than food warehousing. With the conference area including so many distributive activities, the division hopes that there will be many opportunities for growth in the coming year, Greeley said.

The Bakery Division wants to

have a full-time director named, reported Thomas Carroll, secretary. The division secretary said that bakery driver-salesmen have many problems ahead and that trade usage and custom are increasing these problems. He said that the Policy Committee of the division would meet four times yearly.

The secretary appealed to the conference delegates for support of Local 973 for organization in Lynchburg, Va., which has a non-union bakery sending in cut-rate bread into Richmond and underselling union-employing bakers. A study of distribution costs is being made by David Kaplan, Teamster economist on leave. Progress in the field of health and welfare in this jurisdiction was also cited by Mr. Carroll.

UNIFORM CLAUSES

Charles Rich reported for the Building & Construction Division and said that the committee recommended that uniform contract clauses be prepared by the Research Department and sent to all locals. It was also recommended that the geographic jurisdiction of the unions be set forth in contracts signed. Spelling out or outlining specifically the contract area provides a strong measure of wage protection, said Rich.

Other topics covered by the division meeting included, said the speaker, the problem of the driver-owner and the problem of uniform classification or nomenclature of equipment. Lack of uniformity in describing equipment poses a problem which will require considerable education. The source of supply for construction jobs has been a chief source of concentration in the past year by the division since controlling the source of supply is one of the most effective ways of controlling the job.

The report of the Cannery & Frozen Food Division included accounts of new organizing victories

as related by Dale Carson, division director. He spoke of organizing the mushroom growers in upper New York State and the Sunshine Packing Corporation Drivers of Northeast Pennsylvania. The division officials were asked to work with the new joint committee of Teamsters and Butcher Workmen under the two unions' mutual aid pact and this operation is proving highly effective, said Carson. Although the pact was relatively new, already more than 900 new Teamsters can be ascribed to the cooperative effort.

The two crafts, said the speaker, had organized the Long Island duck industry and now this famous fowl is now a "union bird." The cannery division official paid tribute to the Eastern Conference and to the National Cannery Division.

One of the greatest organizing potentials in the Eastern Conference as well as in the national situation will be found in the automotive fields, Robert McQuarrie, chairman of the Automotive Trade Division, told the delegates. In giving his report he referred to Chairman Flynn's detailed submittal to the conference and said that he wished to underscore what the conference official had said. He pointed out the aims of the division in organizing automotive parts houses and warehouses and said that if proper attention can be devoted to this division's jurisdiction, substantial gains can be counted upon in the year ahead.

JURISDICTION PROTECTION

Strong efforts in organizing new members are on the docket for the Brewery & Soft Drink Division, according to Louis Lanni, chairman. Among the areas slated for special attention are Massachusetts and Long Island. The division also pointed out that in the coming merger of the AFL and CIO it wanted to be certain of jurisdiction protection. A problem of shipment of beer between Pennsylvania and New

help your
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HEART

Jersey is also up for consideration and efforts would be made, Lanni said, to have Pennsylvania brewers forbidden to ship to retailers directly since it restricts non-state deliveries to other than wholesalers.

The Chauffeurs Division wants a full-time director named in the Eastern Conference, according to Chairman Charles Fells, reporting for the division. He said that in the trade

division session considerable attention was devoted to the New York City organization problem. He also said that information had come to them of organizing progress in other areas and that members were determined to push organization work on all fronts. The division expressed its appreciation to the Eastern Conference office for assistance extended.

Trustees Check I.B.T. Books



Trustees of the International paid their annual visit to Headquarters last month to check the books in accordance with their official duties. Shown with General Secretary-Treasurer John F. English (standing in rear) are (from left) Trustees Paul D. Jones, Los Angeles, Calif.; John Backhus, Philadelphia, and John Rohrich, Cleveland. Office personnel assisting are Joanne Bentz (standing), Irene Lombardi and Shirley Knott. Trustees reported all books and records "in excellent order."

Teamster Auditors Confer



Teamster auditors confer in Washington with the general secretary-treasurer, Secretary John F. English (seated at left) and William T. Mullenholz (standing) are shown with Auditors (from left) Fred Vershueren, Seattle, Wash., J. R. Braddock, Jacksonville, Fla. and Charles Farrell, Cincinnati, Ohio.

Stewards Report To Local 20

(Continued from page 21)

stewards to orientate them regarding their duties and responsibilities; initiation of an indoctrination meeting for all new members of Local 20 to acquaint them with their rights and privileges in membership; and that a portion of each stewards' council meeting be devoted to basic discussion of our contracts by an authority in the field.

11. (Offered by Harold J. Gibbons, national warehouse division director.) Since the actions by Soviet Russia in the Near East are a threat to world peace and submission by the United States and the U. N. to such actions can only cause further aggression and since the state of Israel represents one of the islands of democracy under attack by the Soviets, that this country and the U. N. guarantee the borders of Israel against invasion and thus halt the attack on all democracies.

In the president's report presented to delegates to the conference, President Steinberg reported an increase of 1,327 members since the merging of the two locals in March. He pointed to a "new, dynamic force in Local 20" . . . that is "responsible for all the remarkable gains we have made. Your officers have only handled the wheel; you have kept the motor roaring," he said.

Note was made also of the fact that 95 per cent of the membership of Local 20 had attended one or more meetings of their units, committees and stewards' council.

"There is a direct relationship between attendance at unit meetings and the success of negotiations for contracts covering these units," he pointed out.

Duluth Safest City

The National Safety Council has presented its annual award for fleet safety to the truck drivers of Duluth, Minn.

Gilbert W. Ewer, secretary-treasurer of General Drivers Local 346 of Duluth and chairman of the trucks and public vehicles section of the Duluth Safety School, was presented the plaque.

A Challenge to Statesmanship

In Determining the Nation's Course Toward Solving Our Highway Crisis, Congress Has an Opportunity to Shape a Great New Policy—or Make a Tragic Error

CONGRESS is confronted with a bold challenge in highway legislation, the answer to which will have profound legal, economic and moral effects on the American public. America's need for new highways and highway legislation based on studies by Congress and executive bodies is admitted. There appears to be agreement on the vital need for new highways to relieve congestion, provide adequate roads for commercial, industrial, civilian and military uses. The need is great and it is apparent that Congress will take some remedial action in this session.

The stake in *how* this legislative action is taken is great; great in terms of maintaining purchasing power; in providing decent and fair wage protections to workers and in providing adequate safeguards to legitimate contractors. The public, the contractors and the workers have a close community of interest in this problem.

One of two courses will be taken: (1) Congress will enact legislation with prevailing wage protective sections which will continue the progress the nation has made in the maintenance of a decent standard of living and progressively rising purchasing power; or

(2) Congress will turn back the clock and omit prevailing wage protections in the law which would thereby jeopardize wage standards, destroy purchasing power and put many legitimate contractors out of business making them the victims of unscrupulous cut-throat operations which prevailed in Federal construction in the late '20's.

We have on the books the Davis-Bacon Act, enacted in 1931, govern-

ing Federal construction. Under the law, the Government must award contracts to the lowest responsible bidder, who in bidding must have taken into consideration labor costs. To be truly fair and competitive, labor costs must be the same for all bidders. Wage structures develop on a local basis through collective bargaining or area practice over the years. Before Davis-Bacon we had shameful conditions in this country on Federal construction.

VICIOUS PRACTICE

In the late '20's almost all Federal projects were let to a handful of unscrupulous contractors who got their contracts *solely* because they ignored wage structures in the localities of the projects. They based their bids on the rate in the low-wage areas from which they came. Local contractors in the project areas, recognizing prevailing wages built up through collective bargaining or area practice, *could not compete* against this sort of bidding. Result: wage cutting and a vicious downward spiral, all ending in a few private contractors staking out Federal construction as their private preserve.

In these situations the successful bidder would organize large construction crews in his low-wage area, transport them to distant points, shelter them in tents surrounded by barbed wire and patrolled by armed guards to keep his workers in and local craftsmen out. The transported workers labored under virtual slavery, were fed from company provisions and then when the job was over, they were dumped on to the community's relief rolls. The con-

tractor then returned to the low-wage area to repeat this shameful practice of recruitment and virtual enslavement.

Local workers were deprived of jobs; local contractors were deprived of the chance to compete for Federal work, and local communities were deprived of seriously needed purchasing power. Out of the rebellion against these conditions, the Davis-Bacon Act was born. Congress, realizing its responsibility, passed the Act, motivated to achieve the following laudable goals of public policy:

1. Provide for employment of local craftsmen;
2. Prevention of exploitation of craftsmen and maintenance of local wage structures developed through the years by collective bargaining and area practice;
3. Insurance to contractors of an equal opportunity for bidding;
4. Restriction of competition to ability, efficiency, economy and sound business management;
5. Preservation of the local economy from disturbance;
6. Encouragement of traditional American collective bargaining, fair to workers and contractors, and
7. Promotion of industrial peace.

The Davis-Bacon Act recognized the *community of interest* of the local community, contractors and workers. The Act did not raise wages in low-wage areas but it did provide wage protections, regardless of union or lack of union affiliation and the Act eliminated summarily the importation of cheap labor by destroying the reason for importation: the shameful wage differential. The Act opened new horizons to

legitimate responsible contractors. No group needed the Act more and no group has benefited more than responsible contractors. Finally, the Act, as Congress foresaw, virtually eliminated industrial disputes.

During the depression years the law's scope was extended to encompass emergency programs and Congress affirmed the prevailing wage principle as each new construction program developed. Among these programs were: the Federal Airport Act, School Survey and Construction Act of 1950, Hospital Survey and Construction Act, Slum Clearance and Urban Renewal Program of 1954, National Housing Act, Multi-Family Rental Housing Act under FHA, Defense Housing and Community Facilities Act of 1951 and Lease-Purchase Act of 1954.

Today the old and *discredited arguments* against the prevailing wage principle are being dusted off and trotted out. These attacks allege that the Act is bad; it is badly administered; that wages should be predetermined by the states; that construction costs would increase and that the principle would delay construction programs.

The record of 25 years is the answer. The Department of Labor determines the prevailing wage *in the immediate locality* where the work is to be performed, and through the years the Department has issued hundreds of thousands of predeterminations, with but few questions even raised by either employers or labor. The World War II construction industry made a notable record and the postwar industry likewise has underscored the wisdom of the prevailing wage principle in expediting billions in building.

JOBS FOR 200,000

In the interstate highway system jobs for 200,000 craftsmen will be let annually in many giant contracts. Today we are seeing a threat to return to the inhuman conditions of the '20's. Already we have seen contractors' caravans dot the landscapes of Federal-aid projects in Maine, New Hampshire, Massachusetts, Maryland, Pennsylvania, Indiana, Delaware, Oklahoma, New Mexico, Arizona and other states *solely because they are getting jobs by*

undercutting and importing sub-standard labor. This practice puts legitimate local contractors out of business; deprives local people of jobs and deprives communities of vital purchasing power.

Federal protection is necessary. State minimum wage laws and state prevailing wage laws have proved inadequate, largely through lack of staff or lack of enforcement powers. Unscrupulous contractors in low wage areas can recruit and get contracts through cutthroat bidding in the states and though the state may deny further contracts, he can move to another state and repeat his sordid performance.

Davis-Bacon applies to highway building where the Government absorbs the cost on grant projects and insured projects. Prevailing wages are paid under this principle of building and with the prevailing wage in the locality, it is apparent that building costs are *not* increased. The issue of union vs. nonunion, rural vs. urban, etc., are smoke-screen arguments designed to deceive; they are wholly irrelevant and misleading.

SLAVE LABOR?

If cheapness is the total aim, roads could be built with slave labor or workers at 25 cents an hour, or through denying contractors a fair profit. No one would advocate such a policy, yet the opponents of the prevailing wage principle advance this identical philosophy of cheapness.

The challenge is vital; the issues are simple; shall Congress pursue the time-tested policy which has helped make our economy dynamic and stable; a policy fair to responsible contractors; fair to communities, and fair to working people? Or will Congress be deceived by false arguments and turn back the clock, penalizing workers, contractors, the communities and, in fact, the nation's welfare?

We believe that a fair and objective view will be taken by Congress which will put the welfare of the nation above that of a few avaricious contractors who would revert to virtually involuntary servitude in road building.

Cambodian Visits Teamster Building



The most unusual visitor to the new Teamsters' Building has been The Venerable Vira Dharmawara of Cambodia. In the picture above, Washington landmarks are pointed out to him from the roof of the building by John McCarthy, of the Public Relations Department.

ELDER IN MONKS

An Elder in the Mohanikay Order of Buddhist Monks, The Venerable Dharmawara is also an adviser to the progressive ex-King Norodom Sihanouk, who resigned as King and was elected Prime Minister of Cambodia. The State Department, which arranged his visit to this country, considers him one of the key leaders in the Orient.

The Venerable, a man of much dignity and surprising worldliness, showed great interest in the workings of the Teamsters' Union and the American Labor Movement.

OSCAR STROBEL, ARTIST WITH A HUMAN TOUCH

THE halls and offices of the new headquarters building of the International Brotherhood of Teamsters in Washington, D. C., are decorated with paintings representing every state in the union, as well as Hawaii, Alaska, Canada and Panama.

They were selected, under the direction of General President Beck, by Oscar Strobel, nationally known artist and illustrator.

But Strobel, a lithe, crisply tanned man wearing a sandy mustache, brings more than artistic qualifications to the job of picking paintings for a union headquarters.

He has been filled with the wanderlust almost from the moment he was born in Cincinnati back before the turn of the century. The son of a banker, Strobel refused to follow in his father's footsteps because he wanted more out of life than he could find "at the end of my nose or in the palm of my hand."

His father took him to visit Phoenix, Arizona, in 1902 and Strobel fell madly in love with the deserts of the Southwest—a love affair that is still going on despite 18 trips to Europe, two to the Orient, and innumerable side journeys to other parts of the earth.

Strobel, who is not adverse to a wee drop now and again, still gets a chuckle out of an incident surrounding a trip to Europe he made on an art fellowship in 1929.

Arriving in New York too early for the boat, he checked into a hotel only to find the wrong bags had been delivered to his room. Strobel opened them, found securities worth a couple of million dollars—he also found a bottle of whiskey and one of gin.

"I opened one of the bottles and sat down to think things over," Strobel said.

After a few drinks, he called the hotel manager and they traced the money to a prominent church worker who was also (supposedly) a teetotaler.

New York newspapers had headlines about the art student who "pre-

ferred whiskey to money," which was all right with Strobel, but the prominent church worker had to face an irate congregation when he returned.

Strobel, who built a studio with his own hands in Scottsdale, Arizona (where he still lives), in 1926, developed a reputation for pictures of the outdoors.

Such was his reputation that Brown & Bigelow, the world's greatest manufacturers of calendars, sought him out to do a special series of paintings annually for their "President's Calendar."

For eleven years, Strobel spent from April to September in the field collecting sketches and drawings for the calendar. He had pictured just about every spot in the United States when he resigned.

The reason? Brown and Bigelow wanted this "lover of deserts" to do a series on the Middle East, but that to Oscar was "too damn hot." He had been there before.

He then concentrated on magazine work and murals which dot the Southwest. Strobel's done 18 pic-

torial maps for the Valley National Bank, which operates out of Phoenix, as well as murals in the bus depots in Phoenix, San Diego, Flagstaff, and Reno. He also decorated the famed Camelback Inn.

General President Beck had met Strobel a number of times and was highly impressed by his knowledge of art combined with his practical approach to life and his feeling for working men and women.

Beck asked Strobel as a personal favor to help in the selection of pictures for the Teamsters' new Washington headquarters. Oscar did better than that. He hopped a plane, came to Washington, looked the building over from top to bottom, and then discussed his plan with Beck to get pictures representing every geographical area where Teamsters worked.

When Beck approved, Strobel went to work in earnest. He visited art dealers all over the U. S., most of whom knew him—and more important, knew that they could not fool him.

The resulting collection of 17 originals and more than 100 reproductions gives the Teamsters' Building one of the finest collections of art depicting America scenically and America at work.



Artist Oscar Strobel at work selecting art for headquarters building.

MISSIONARY OF THE HIGHWAY

(The following letter was sent to the INTERNATIONAL TEAMSTER by John L. Springer, director of the Western Highway Committee. Mr. Springer came across the letter in the *Oregon Journal* and sent it on to Vice President Einar Mohn.)

"To the Editor: It was while traveling through New Mexico recently that the drama in which I played a part took place.

"Driving through that desert country, my wife and I saw a big truck and trailer down the highway several miles ahead. As we were about to overtake the truck, we saw it pull to the side of the highway and stop. Coming closer, we noted that one old car and a pickup truck were also parked at the roadside.

"Wondering whether there had been an accident, I also stopped.

"A small group had gathered at the back of the pickup truck. As I approached I saw the vehicle contained a casket.

"The truck driver asked if I would help by acting as pallbearer. This I did, being assisted by all the others present.

"As we placed the casket at the open graveside in the small, desolate cemetery that was scarcely visible among the tall grass and sage brush, we stood in reverence, waiting for someone to say the final words.

"The undertaker said that as no minister was present and no one there seemed versed in the word of the Lord, that we would proceed with the burial.

"The truck driver stepped to the head of the casket, and in a soft, gentle voice delivered the most impressive committal service I have ever heard.

"At the close of the prayer he asked that we all join in singing the beautiful hymn, 'Rock of Ages.'

"My wife gathered from the hillside a small bouquet of wild flowers and placed it beside the stone we set at the head of the grave.

"As we returned to our cars I en-

gaged in conversation with the truck driver.

"I found it most difficult to place in words the praise and admiration I felt for that man.

"When I asked if he had known the deceased, a soft smile played about the corners of his mouth as he shook his head and answered, 'No, all I know is, he was one of God's children and God has called him home.'

McCORMACK EULOGIZES TOBIN

The late general president emeritus, Daniel J. Tobin, was eulogized in Congress last month in an address



Rep. McCormack

by Representative John W. McCormack of Massachusetts. Mr. McCormack is majority leader of the House of Representatives and a long-time friend of Mr. Tobin. In his address he praised the contributions made during the long tenure of Mr. Tobin as general president. Mr. McCormack, a fellow citizen of Massachusetts, pointed out that he had close knowledge of the many achievements of Mr. Tobin in building the American labor movement.

Following his address, General President Dave Beck wrote a letter of appreciation to the Massachusetts congressman in which he said in part:

"I am informed that this is one of the rare occasions that a labor leader has been so honored. I am certain that all the members of this organization will join with me in thanking you for your fine and generous gesture. I know well how you and

"I failed to obtain the truck driver's name or the company's name that was fortunate enough to have in its employ one of God's noblemen.

"In the past I had read of many courtesies performed by truck drivers, in fact, had myself received them, but had taken them only as a matter of course.

"What I had witnessed that day makes true meaning to the proverb I have read many years past, 'You can tell a tree by the fruit it bears; you cannot tell a man by the clothes he wears.'

GEORGE H. PAGE,
2418 N. Ross Street."

others who knew Dan personally felt about him because he was a warm personal friend of mine. I served him as his executive vice president and had the privilege to be nominated by him to the position I now hold.

"We in the Teamsters' Union will not forget Dan Tobin. I intend to submit plans for a living memorial to him to our General Executive Board at an early date. It will be a memorial in which all our local unions, joint councils and area conferences can participate.

"Again my sincere thanks to you from both myself and our entire membership for the fine manner in which you chose to remember a great man."

+

JOIN
and Serve

WHAT'S NEW?

Leather Driving Gloves Promote Greater Safety

According to a recent study on accident prevention made at the University of Cincinnati, leather driving gloves increase the probability of safer driving. In keeping with this report, a New York manufacturer has recently introduced a specially designed glove for truck drivers. Made of heavy-duty deerskin leather, the gloves feature the welted thumbs and inside seams for long, comfortable wear.

Ice-Banishing Heat Of New Snow Melter

A chemical in current distribution from Illinois acts as an efficient ice and snow melter and should come in for wide use during the coming months. Three principal advantages are cited by the manufacturer for this new product. It will not damage tires, concrete, asphalt or shoes and is harmless to grass. It is completely soluble, leaves no white rings on sidewalk or roads, leaves no messy residue and cannot be tracked into buildings. Possessed of exothermic action, the substance creates ice-banishing heat upon contact with moisture.

Truck Safe to Foil Robberies

A driver can safeguard his cash and protect himself from hold-ups with a new vehicle safe measuring $5\frac{1}{2}$ x $5\frac{1}{2}$ x 6 inches and weighing under 10 pounds. Cash is deposited through a handy slot immediately upon collection and a spring-steel device inside the slot prevents pilfering of the money from the safe. The unit can be attached to the steel firewall or floorboards of the truck, or mounted in the automobile trunk.

Ease of Loading With Sliding Truck Floor

The entire load of a panel truck or any part from front to rear is made accessible from the street by means of a roll-out body floor now on the market. Essentially a second floor that rolls in and out on steel channels, the device eliminates the labor and time of crawling in and out of the truck to load or unload.

A light pull rolls it out to several locking positions or to full extension. Fully extended it will bear a $1\frac{1}{2}$ -ton load.

New Designs in Auto Safety Belts

This year's emphasis on added safety features is reflected in the presentation of three lines of safety belts, each with their distinctive features.

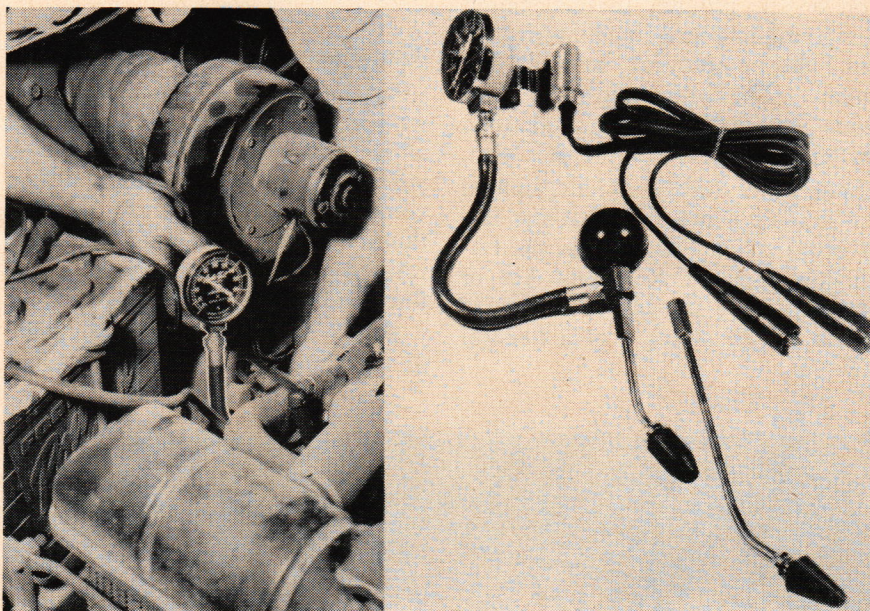
No. 1, which comes supplied with necessary fittings for easy installation and equipped with the officially approved airline buckles, is made of two-inch nylon webbing and will withstand 3,000-pound forces. The safety belts are anchored to the floor and to the door and pass around the driver's or passenger's waist. In case of accident, the belt keeps the doors of the car closed as well as protecting the wearer. When not in use, the safety belt can be stored in the belt holder clip mounted on the door panel. This eliminates dangling of belts around the floor of the car.

No. 2, designed on a similar principle, features superior strength and protection exceeding CAA specifications with 4,000-

pound loop strength, adjustability to fit any size waist, fingertip fool-proof release, permanent vat-dyed colors, brocade abrasion-resistant nylon webbing in decorator colors to match or blend with interior trim, and easy installation.

Of a more unusual design is No. 3. It features a weight-loading principle of securing the wearer's entire torso to the seat. Two 6-foot belts are used, both bolted in orthodox fashion to the car frame at points below the seat back. From the frame mounting, both belts are passed up behind the seat back, over the wearer's shoulders and diagonally across the chest, Sam Browne style. Each belt is then passed beneath both thighs, one from left and one from right, and the wearer pulls them snug by their free ends. The extending length of the free ends may be adjusted by means of a friction buckle at the floor mounting. A non-skid strip is attached to the portion of the belt which is sat upon, providing complete safety on seat fabrics of slick surface.

New Cylinder Compression Tester



A Chicago firm's new compression testing unit, it is claimed, makes checking modern V-8 and other engines easy, fast and dependable. Rendering all spark plug hole locations accessible, the tester enables one man to do a job that heretofore required two and provides better service at less cost.

The equipment consists of: A remote control starter extension switch with solid silver contacts and 7 x 5 feet of Neoprene-coated wire leads; a pressure gauge, 3" in diameter with reading to 200 psi; scale markings in bright yellow on black for quick visibility; crystal clear non-breakable lens; $10\frac{1}{2}$ " flexible extension tube, $\frac{1}{2}$ " in diameter, Neoprene-covered to resist oil and withstand shop abuse. One end is screwed to the pressure gauge while the other is mounted to the stem holder which includes a solid black plastic holder knob $1\frac{3}{8}$ " in diameter; two non-breakable seamless steel stems, each equipped with Neoprene cone and pressure relief valve core.

An important feature is the removable extension switch which is held in back of the pressure gauge by means of a specially-designed spring clip. Two "dimples" in this spring clip prevent the switch from being pushed through when the button is depressed, although removal is easily accomplished by lifting out or sliding upward.

Versatility of the tool is demonstrated by the fact that the $10\frac{1}{2}$ " flexible extension tube permits by-passing all impeding obstacles, thus enabling the service mechanic to check one cylinder after another in quick, easy order. The longer stem provides additional extension, if desired, or the hose may be disconnected from the gauge and either stem attached directly.

TEAMSTER TOPICS

Old Case Settled

Labor history was written in the settlement of a dispute in Harrisburg, Pa., that is almost as old as the local union involved, 776.

The union established one picket at the entrance to the Central Storage & Transfer Company in 1949. He was carrying a sign urging workers to join the union. This was after the union had been conducting an organization campaign for about fifteen years.

The company obtained an injunction on the grounds that the union was trying to coerce the employer to force his employees to join the union. The injunction was later made a permanent injunction, then carried to the State Supreme Court.

The State Supreme Court upheld the union's contention that the law involved was a Federal law, the Labor-Management Relations Act of 1947, and the state had no right to enjoin on the strength of a Federal law.

The union took the case to the U. S. Supreme Court which upheld the union's right to picket peacefully for organizational purposes. The decision settled hundreds of similar cases pending in the forty-eight states.

The union then obtained a majority of the employees as members and the company amicably settled the dispute by recognizing Local 776 as the employees' bargaining agent. Thirty-five employees in Harrisburg, York and Lancaster were involved.

Teamsters Strike 'Coke'

Coca-Cola drivers in St. Louis who voted October 24 to affiliate with Teamsters Local 688 went on strike November 9 when the bottling company refused to grant recognition. CIO Bottlers Union Local 303 refused to cross the drivers' picket lines and production was halted.

When the bottlers went on strike at the Coca-Cola plant on October

19, the drivers, for years members of an independent union, refused to cross the picket lines. Two days later the company fired all 200 drivers.

On October 24, the drivers voted unanimously to affiliate with Teamsters Local 688 and established picket lines alongside the bottlers. When the bottlers' strike was settled on October 26, production remained halted by the drivers' lines.

The following day, the company offered its drivers "unconditional" reinstatement and they voted to return to work. They also voted to authorize a strike in support of Teamster contract demands upon the expiration of the contract of their old independent union on Oct. 31.

After a series of meetings in which the company refused to recognize Teamsters Local 688 as bargaining agent for the drivers, the drivers voted unanimously to strike and establish new picket lines.

Boys' Club Gift

The membership of New York City's Local 272, Garage Washers and Polishers Union, joined the fight against juvenile delinquency by presenting a Christmas gift check of \$3,100 to the Police Athletic League, Incorporated.

The check was presented to James B. Nolan, deputy commissioner of the Police Athletic League, by Harry Bessler, secretary-treasurer of Local 272.

In acknowledging the contribution, Mr. Nolan said that Local 272 has consistently supported the efforts of the PAL in its crime prevention work.

"The contribution comes not only from the officers and members of the union, but from contributions they solicited in our behalf. Mr. Bessler is a person who possesses a high civic attitude and is a credit to your organization," Mr. Nolan wrote the editor.



At left is Harry Bessler, secretary-treasurer of Garage Washers and Polishers Local 272, being congratulated by Deputy Commissioner James B. Nolan of the New York City Police Athletic League. Local 272 turned in a \$3,100 contribution to the P. A. L. to aid in the fight against Juvenile Delinquency.

More Hack Stories

The company producing a new series of television plays based on cab drivers' experiences has appealed to the International Teamster to find more stories from the eastern part of the U. S.

The series, to be called "Hey, Taxi!," failed to start during the present television season because the producers felt stories should be balanced between the various sections of the country.

Cash prizes from \$50 to \$100 will be paid to those hack drivers with the best stories. These stories should tell of humorous, unusual, tragic or dramatic tales of experiences of taxicab drivers. Entries do not have to be expertly written.

Story suggestions should be sent to Erko, Inc., 1416 North LaBrea, Hollywood 28, Calif.

Back Pay Won

Six employees of the J. H. Rose Truck Line, Inc. of Casper, Wyo., have been offered reemployment and paid \$2,500 in wages lost during discharge as a result of a recent NLRB decision.

The drivers, members of Local 307, were discharged from their jobs for engaging in union activity. They had circulated a petition seeking to have the union be their legally established bargaining agent. The local filed charges of unfair labor practices against the company and a hearing was set. The company agreed to the settlement prior to the hearing.

Brewers Play Santa

An effort to bring Christmas cheer to the polio-stricken son of a New York brewery worker five years ago, has mushroomed into a king-size annual Santa Claus operation which in the 1955 season saw distribution of over \$2,000 worth of toys to hundreds of New York kids. The annual toy campaign has become a special project of the brewery workers membership of Teamsters Locals 1, 8, 124, 323 and 1059 of New York City.

In 1950, 6-year-old William Dierlam lay badly hit by polio in a New York Hospital, as Christmas neared. A few of his father's union brothers

chipped-in and brought toys and other presents to little Willie and his friends in the Polio Ward. They received great satisfaction from their visit—but also the complaints of other members of the Union for "not letting us chip-in, too."

Each year since has seen the annual fund grow; so that this year several hundred children in four local hospitals and agencies were visited by Santa with a gift for each.

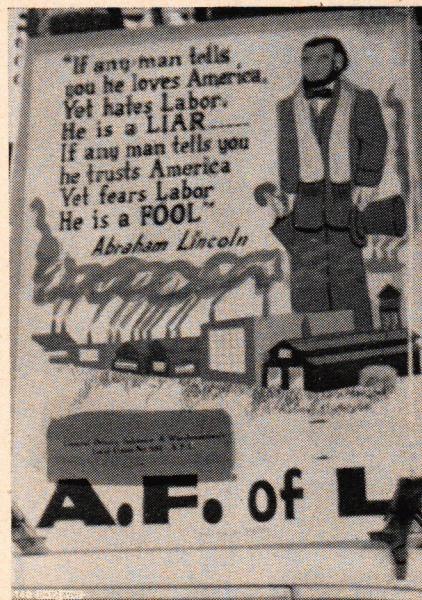
Santa, in the person of President John Campbell of Beer Drivers Local 124, visited children at the Polio Ward of the St. Giles Hospital, in Brooklyn; the Children's Center of the Department of Welfare in Manhattan; the Mt. Loretta Home in Staten Island and the St. Mary of the Angels Home for Boys, in Syosset, L. I.

Funds for the gifts are collected by voluntary contribution, in any amount, at the November membership meetings of the Locals and purchases are made directly from the factory. The project is sponsored by the New York Brewery Workers Joint Board, and organized by the Editors of the Locals' official publication, *ON TAP*.

Headquarters Bus

Local 430 of York, Pa., recently presented a mobile command headquarters to the local group of the Civil Air Patrol. The bus headquar-

Strike Aid



This poster is being mounted atop strikers autos in Memphis, Tenn., where members of Local 984 are picketing the Caradine Company. The Lincoln quotations are particularly apt with the birthday of the "Great Emancipator" coming up this month.

ters contains a solid brass plaque, enscribed with the name of the donor and the date of the presentation. The bus carries 40 passengers.

The title was turned over to Lt. Col. Clyde M. Golden, commanding officer of York Group No. 30 of the C. A. P. by Leon Silar, secretary-treasurer of Local 430.



On hand for presentation of a mobile headquarters for the York Civil Air Patrol were, from left, Philip Landis, trustee; Denton Koons, trustee; Paul Strickler, recording secretary; Leon Silar, secretary-treasurer, Ray Hyder, vice president, and Wilbert Godfrey, president, all of Local 430; and Lt. Col. C. M. Golden, Major James R. Strauss and Captain Francois M. Dacheux, all officers in the C. A. P.

LAUGH LOAD

Puzzled

Here's a question that eludes me,
It's answer is my goal—
How'd they get the toothpaste in
Through such a little hole?

★

Preferred the Other

A young bride of three months complained to her relatives about her husband's continued drinking habits.

"If you knew he drank, why did you marry him?" she was asked.

"I didn't know he drank until one night he came home sober!"

★

Such Is Fame

When he was a struggling newspaperman in Chicago, George Ade would pawn his huge gold watch every Monday to get funds for food until the next payday. Then came fame and affluence, and there was no need to pawn the watch.

Years later, Ade chanced to meet his pawnbroker friend on Madison street. Placing his hand upon Ade's shoulder his friend asked gently: "What happened, George? Did you lose your watch?"

★

On His Own

Arthur: "So your new job makes you independent?"

Albert: "Absolutely, I get here any time I want before eight and leave just when I please after five."

★

Close Enough

When a woman filling out an application came to the blank marked "age," she didn't hesitate. She simply wrote: "Atomic."

★

Just Wait

Bully (to small boy)—"Why run away? I thought you said you could lick me with one hand tied behind your back?"

Small Boy—"I'm just going home to get some string."

★

Honest

"That last little thing of yours was charming," said the gushing hostess. "I loved its wild abandon. Was it your own composition?"

"No, madam," scowled the lion of the evening. "I was putting a new string on my violin."

★

Compromise

Wife: "I'll admit I'm wrong if you'll admit I'm right."

Missed a Few

"Why do you say he's financially embarrassed?"

"He's shy in his payments."

★

Got His Answer

A motorist was traveling through a mountain state and he was a bit doubtful about the state of the road ahead of him. He stopped at a garage in a small town and told the mechanic his problem. The mechanic replied that the only man who knew anything about this particular road was not around the place just at that moment.

"But you just wait around awhile," he continued. "He's out there stuck in the mud on that dangerous road and he won't be more than a couple of hours getting back in."

★

Famous Last Words

A husband and wife were in sharp disagreement over what suit he should purchase. Finally, the wife relented and said:

"Well, go ahead and please yourself. After all, you're the one who will wear it."

In a meek voice the man replied, "Well, dear, I did figure that I'd probably be wearing the coat and vest anyway."

★

Mere Detail

Little girl (on a transcontinental train): "Mama, what's the name of the last station we stopped at?"

Mother: "Don't bother me. Can't you see I'm reading? Why do you ask?"

Little girl: "Because brother got off there."

★

Old Habit

Doctor—How is he, nurse?

Nurse—Getting better, I think. He's trying to blow the froth off his medicine.

★

Yes, Lady

Visitor—"I do hope you keep your cows in a pasture."

Milkman—"Yes, madam, of course we keep them in a pasture."

Visitor—"I'm so glad to hear that. I have been told that pasteurized milk is much the safest."

★

Half Cocked

"You are accused of hitting your companion over the head with a bottle. Have you anything to say in your defense?"

"Yes, it was only a half-pint."

Don't Hide Your Light

A solicitor of advertisements for a local paper called on the village grocer. The gray-haired proprietor said: "Nothing doing. Been established 80 years, and never advertised."

"Excuse me, sir, but what is that building on the hill?" asked the solicitor.

"The village church," said the grocer.

"Been there long?" asked the other.

"More'n a hundred years."

"Well," was the reply, "they still ring the bell."

★

Hot Pursuit

Two Irishmen came over from the old country. They stopped at a hotel for the night and found the bedbugs were so thick that they could not sleep. So they went out on the porch to sleep.

After a few minutes Mike punched Pat and pointed to some lightning bugs as he said. "It's no use, Pat, they're coming after us with their lanterns now."

★

Low Blow

McTavish—I hear you're a great believer in free speech.

McSkenee—Aye, that I am.

McTavish—Then you'll not mind if I use your phone.

★

A Lion Englishman

An American taxi fleet owner, touring Europe, hailed a cab in southern England. As he rode, he noticed his driver had a bag of powder at his feet and frequently sprinkled some upon himself.

"What's the idea of the powder?" asked the curious Yank.

"It's lion powder," explained the English Teamo.

"Lion powder!" exclaimed the American. "What's it supposed to do?"

"Keep the lions away," replied the Englishman over his shoulder, sprinkling a little more.

The American thought this over for awhile, then exclaimed: "Hey! I didn't know there were any lions in Sussex!"

"They ain't," snorted his driver, "and a bloody good thing, too. This powder ain't no good."

★

Share the Wealth

Bill Brown was walking down the street one summer evening when he heard loud cries for help. A big man was beating a much smaller man.

"Here, you," shouted Bill Brown. "Leave him alone." And Bill jumped into the fight, and patted the big fellow on the chin.

"Thanks," said the little man after he had pulled himself together. "That was darned decent of you. Look here, you share this twenty bucks I took off him."

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, February, 1906)

SPY BUREAU

The February, 1906, issue of the **INTERNATIONAL TEAMSTER** carried a report of a "spy bureau" set up in Cleveland for the purpose of breaking strikes.

The report was picked up from an article which appeared in a magazine called the **PHILISTINE**. The article was calling business mens' attention to the opening of the bureau and in doing so the article exposed the "treacherous nature of the bureau's business."

The Teamster reported that the bureau's work consisted of maintaining spies in labor unions. These spies were for the purpose of keeping employers posted on union purposes and plans, "but there is reason to believe that they may be there for less lawful purposes."

The editor felt that the spies were offered to manufacture evidence against union leaders to be used for conspiracy cases. He pointed out that in a recent case unionists were convicted of conspiracy, then freed by the appellate court because of the dubiousness of the spy evidence.

A NEW CITIZEN

The magazine quoted from the "Kansas City Journal" the remarks made by one Charles Gibson, a Creek Indian who had written many articles about the American Indian and who had just become a full-fledged citizen of the United States. Regarding the change in his status, Gibson said:

"Well, in the first place you feel kind of salubrious, as the fellow said, and

again you kind of take the big head and feel as if you were as good as a Creek Negro, and again you find all at once that you are cultivating a fine taste for pie. When you hitch up to your unpainted buggy, minus a top, and you rattle off to your claim of 160 acres of land, and when you arrive there you say within yourself: 'This is my dirt, to own and to hold to myself, my heirs and assigns forever, or until death or a large bundle of greenbacks do us part.' Then you feel salubrious some more, and the next feel that comes to you is to the effect that you are eligible to any office in the United States if there was not an 'if' in the way.

"But it is a great satisfaction to know that you have bulged the population of the United States one more, anyway, whether you fill the President's chair or not. Then you think how would an Indian look in the White House or Senate," Mr. Gibson said.

BASEMENT BREAD

The next topic for discussion in February, 1906, was the making of bread in many bakeries in the land. Most bakeries at the time were unclean, poorly lighted, pestholes. Most were in basements so lower rents could be paid. Recognizing that bread was indeed the staff of life and that it represented a good part of the family's daily nourishment, the editor called for a cleanup of conditions in many of these establishments, particularly those in large cities.

"Nearly all the bakeries of the east side (in New York City) are in basements, many of them nothing more nor less than cellars of the worst description, and absolutely unfit for the manufacture of food products. They are damp, fetid and void of proper ventilation and light.

"If these bakeshops are unhealthful it is only a fair and reasonable presumption that the products which come from them should likewise be unhealthful, for wholesome food cannot be made in places where dirt and filth abound."

The article went on to point out that the average weekly working time for all New York bakeries was 75 hours and the average weekly wage was \$8.91 in 1895. In that year a law was passed limiting hours per day to ten and including certain sanitary requirements. However, the law was not being enforced because it did not provide for inspection teams to check upon the

activities of the city's bakers, the editor charged.

CONTEMPT OF COURT

Some good reasons for holding the courts of the United States in contempt were given by the editor in a review of some recent decisions in these hallowed halls.

"A few years ago a poor and friendless young man was arraigned in the United States Court at Omaha on the charge of robbing the mails. He had held up a star route mail carrier and secured the magnificent sum of two cents. The Federal judge sentenced him to a life in the penitentiary.

"This is a solemn fact, for the editor of the 'Wageworker' was right there, reported the trial and heard the sentence inflicted.

"Last week Bartlett Richards, a wealthy cattleman of northwest Nebraska, was arraigned in the same Federal court in Omaha. He was charged with stealing and using 212,000 acres of government land. He entered a plea of guilty.

"Bartlett Richards was fined \$500 and sentenced to the custody of the United States Marshal for six hours. And the poor devil who stole two cents got sent up for life.

"Do you understand now why the workingmen of the country believe there is one law for the rich and another for the poor?"



**DON'T BE A
PACKAGE
JUGGLER!**



**HAVE 'em
DELIVERED**

This message is being carried on 48 billboards throughout the
St. Louis area under the sponsorship of Joint Council No. 13.